

**ESTABLISHED 1831.**

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

NEW YORK, JANUARY 15, 1881.

[WHOLE No. 2,334, Vol. LIV.]

**CHICAGO.**

THE OPENING OF THE YFAR AT CHICAGO—  
CONDITION OF MONEY MARKET JAN. 1ST.—  
RAILROAD ORGANIZATION AND REPORTS—IN-  
TERESTING STATISTICS OF THE CITY'S BUSI-  
NESS LAST YEAR.

(From our Chicago correspondent.)

As usual during the holiday season the movement in financial circles has been uneventful and confined strictly to ordinary channels. The sale of \$85,000 municipal four per cent refunding bonds, within two days from the opening of the books, indicates very clearly the abundance of money to be had here when satisfactory security is offered. The entire amount was taken by less than two hundred persons and the market quotation to-day is 102.

The supply of foreign bills during the past fortnight has been fair, with rates somewhat higher. Actual rates December 30th were 480 $\frac{1}{2}$  for 60 day Bankers' bills, and 483 $\frac{1}{2}$  for demand. Sixty day commercial bills were 477 $\frac{3}{4}$ @478 $\frac{3}{4}$  for sterling; 531 $\frac{1}{2}$ @530 for francs Havre and Marseilles; 532 $\frac{1}{2}$ @531 $\frac{1}{2}$  for francs Antwerp; and 93 $\frac{3}{4}$ @93 $\frac{3}{8}$  for marks.

The demand for currency from the country has entirely ceased. New York exchange has ranged between par and 80 c. per M. discount. Loans on call are 6 to 6½ per cent; time loans 6 to 7 per cent. Clearings of the associated banks for the year just closed were \$1,725,684,894, against \$1,257,756,000 for 1879, and \$967,184,000 for 1878.

Quotations on the Chicago Stock Board Dec. 30th, were:

|   |                   |
|---|-------------------|
| Chicago, Mil. & St. Paul Railway 7s, Dakota                   |                   |
| Extension .....   | 121               |
| Chl., Mil. & St. Paul 7s Hastings & Dakota 117                |                   |
| Chl., Mil. & St. Paul 6s, Chicago & Pacific 109 $\frac{1}{8}$ |                   |
| Chl. & Northwestern R'y sinking fund .....                    | 111 $\frac{1}{2}$ |
| Chl., Burlington and Quincy 4s, due 1919 ..                   | 93 $\frac{3}{4}$  |
| " " " 5s, ..  | 105 $\frac{1}{2}$ |
| Jacksonville and Southeastern Railway 6s ..                   | 101               |
| Wabash, St. Louis and Pacific 1st mortgage                    |                   |
| 5s, C. D. ....  | 98 $\frac{5}{8}$  |

Articles of Incorporation of the St. Louis and Indiana Railway Company were filed with the Secretary of State December 18th. The proposed road will be from East St. Louis to a point on the boundary line between Illinois and Indiana at the Western terminus of the Lake Erie and St. Louis Railway, a distance of 160 miles.

**The special meeting of the stockholders of the**

Chicago, Burlington and Quincy Railroad was held at the general offices in this city December 28th. The attendance was small, and most of the stock was voted by proxies. It was decided unanimously to adopt articles of consolidation of the following roads with the main line: Kansas City, St. Joseph and Council Bluffs; Nodaway Valley; Chillicothe and Chariton; Red Oak and Atlantic; Moulton and Albia, Keokuk and St. Paul, and Hastings and Avoca. A resolution was adopted authorizing the board of directors to increase the capital stock to cover the costs of the new lines thus taken.

The report of the Illinois Central Railroad Company as filed with the Auditor of the State, for the six months ending October 31st, 1880, shows gross earnings:

|                     |             |    |
|---------------------|-------------|----|
| Freight.....        | \$1,954,586 | 82 |
| Passenger .....     | 600,477     | 34 |
| Mail.....           | 53,009      | 94 |
| Express .....       | 60,012      | 87 |
| Miscellaneous ..... | 185,641     | 30 |

Total.....\$2,893,728 27  
Seven per cent upon this amount is due to the  
State of Illinois under the term of its charter,  
\$202,560 98—as compared with \$175,841 96 for  
same period in 1879.

The statement of the earnings of the Chicago and Alton Railroad for the week ending December 23, shows earnings from all sources of \$161,542 48 against \$141,654 05 for corresponding week last year, an increase of \$9,888 43. The earnings for the month of December up to the 23d, amount to \$443,521 77, against \$427,956 47 in 1879—an increase of \$15,565 30. From January 1st, 1880, to December 23d, 1880, the earnings were \$7,572 127 84, against \$5,680.619 25 for 1879—showing an increase of \$1,941,508 59.

The semi annual meeting of the Chicago and Grand Trunk Railway stockholders, held last week, evolved nothing of public interest, beyond the ratification of the lease with the Chicago and Western Indiana for using the latter's track into Chicago. In this connection it is purposed to join the Wabash, St. Louis and Pacific, and the Chicago and Eastern Illinois Railways in the occupation of a Union depot to be erected on Van Buren street, when the numerous condemnation suits incidental to the right of way have been decided.

The present terminus at Twelfth street may, however, prove to be permanent, and in view of

the tendency of the city to grow and expand southwardly, it would within a few years undoubtedly prove to be the most desirable solution of the question of a convenient and accessible station, to rest there.

The Railways interested in the Lake front project, anticipate no opposition to the bills offered in Congress, authorizing the sale of the two blocks they require. The officials promise to commence the erection of the new buildings early in the spring, and will make them handsome and commodious enough to satisfy all concerned.

With the close of the year we are favored with the usual statistical tables relating to the business and trade of the city for the past year.

The following items are compiled from the Board of Trade returns, as received from Railroads, Custom House officials, the various grain and flour inspectors, Registrars of Provisions, &c., and the Union Stock Yard Company, values being obtained from the Chicago Tribune review, &c., &c.

### BREADSTUFFS MOVEMENT.

| Receipts :             | 1880.              | 1879.              |
|------------------------|--------------------|--------------------|
| Flour, brls.....       | 3,377,333          | 3,369,968          |
| Wheat, bu.....         | 23,318,680         | 81,966,109         |
| Corn, bu.....          | 95,846,146         | 64,889,321         |
| Oats, bu.....          | 21,862,073         | 16,660,428         |
| Rye, bu.....           | 1,841,942          | 2,497,840          |
| Barley, bu.....        | 5,274,428          | 4,986,562          |
| <b>Totals, bu.....</b> | <b>168,326,267</b> | <b>137,704,571</b> |

The flour manufactured in the city last year aggregated about 180,000 brls.

## ШИРМЕНТА.

| The corresponding shipments were : |            |            |
|------------------------------------|------------|------------|
|                                    | 1880.      | 1879.      |
| Flour, brls.....                   | 2,553,459  | 3,090,540  |
| Wheat, bu.....                     | 23,114,808 | 31,006,789 |
| Corn, bu.....                      | 94,911,213 | 61,299,876 |
| Oats, bu.....                      | 21,007,618 | 13,514,020 |
| Rye, bu.....                       | 1,765,408  | 2,234,363  |
| Barley, bu.....                    | 2,998,236  | 3,666,401  |

|  |              |             |
|--|--------------|-------------|
| Totals, bu . . . . .                     | 167,182,849  | 125 528,379 |
| Value of breadstuffs received 1880 . . . | \$87,500,000 |             |

Live stock receipts 1880, 1,382,477 cattle, 7,959,355 hogs, 325,810 sheep, 10,898 horses, value \$148,057,626.

### APPENDIX.

886,614 cattle, 1,394,990 hogs, 156,510 sheep,  
8718 horses.

## NUMBER OF HOGS PACKED.

The following shows the number, weight, and

value of the hogs cut in this city during the last two calendar years:

|                        | 1880.     | 1879.     |
|------------------------|-----------|-----------|
| January and February.. | 1,117,000 | 1,339,000 |
| March 1 to Oct. 1..... | 2,850,000 | 2,155,000 |
| November & December..  | 1,732,000 | 1,376,000 |

|                       |              |              |
|-----------------------|--------------|--------------|
| Total number year..   | 5,700,000    | 4,870,600    |
| Weight, tons.....     | 702,000      | 593,000      |
| Value of do.....      | \$64,100,000 | \$43,730,000 |
| Value of product..... | 72,200,000   | 50,080,000   |

Receipts of articles of produce for the last and preceding years:

|                       | 1880.     | 1879.     |
|-----------------------|-----------|-----------|
| Seeds, tons.....      | 122,999   | 84,886    |
| Broom-corn, tons..... | 6,364     | 7,349     |
| Butter, tons.....     | 33,785    | 27,312    |
| Hides, tons.....      | 35,904    | 28,305    |
| Liquor, brls.....     | 17,095    | 93,771    |
| Wool, tons.....       | 20,127    | 24,445    |
| Potatoes, bu.....     | 998,845   | 1,139,495 |
| Coal, tons.....       | 2,674,758 | 2,381,974 |
| Hay, tons.....        | 44,435    | 21,492    |
| Lumber, m. ft.....    | 1,556,134 | 1,469,879 |
| Shingles, m.....      | 552,547   | 670,644   |
| Salt, brls.....       | 1,652,000 | 1,461,283 |
| Lead, tons.....       | 18,000    | 13,200    |

## SHIPMENTS

The following were the corresponding shipments:

|                       | 1880.     | 1879.   |
|-----------------------|-----------|---------|
| Seeds, tons.....      | 97,820    | 66,783  |
| Broom-corn, tons..... | 4,693     | 6,237   |
| Butter, tons.....     | 30,028    | 25,631  |
| Hides, tons.....      | 30,589    | 30,691  |
| Highwines, brls.....  | 7,899     | 176,088 |
| Wool, tons.....       | 18,970    | 23,757  |
| Potatoes, bu.....     | 190,922   | 408,084 |
| Coal, tons.....       | 618,027   | 527,844 |
| Hay, tons.....        | 12,285    | 6,500   |
| Lumber, m. ft.....    | 813,574   | 759,180 |
| Shingles, m.....      | 124,230   | 146,820 |
| Salt, brls.....       | 1,019,980 | 867,954 |
| Lead, tons.....       | 10,260    | 10,260  |
| Bushel, flaxseed..... | 3,350,000 | .....   |

## RECEIPTS.

The following were the receipts of provisions and dressed hogs in this city during the years named:

|                       | 1880.  | 1879.  |
|-----------------------|--------|--------|
| Beef, pkgs.....       | 6,231  | 4,367  |
| Pork, brls.....       | 38,103 | 64,389 |
| Meats, tons.....      | 82,636 | 75,566 |
| Lard, tons.....       | 34,246 | 37,877 |
| Tallow, tons.....     | 9,310  | 8,114  |
| Dressed hogs, No..... | 89,229 | 91,044 |

## SHIPMENTS.

The corresponding shipments were:

|                       |         |         |
|-----------------------|---------|---------|
| Beef, pkgs.....       | 77,666  | 110,431 |
| Pork, brls.....       | 366,294 | 354,255 |
| Meat, tons.....       | 477,020 | 417,815 |
| Lard, tons.....       | 164,877 | 125,510 |
| Tallow, tons.....     | 14,144  | 13,026  |
| Dressed hogs, No..... | 33,426  | 40,024  |

## Labor statistics—

|               | 1880.        | 1879.        |
|---------------|--------------|--------------|
| Workmen.....  | 94,000       | 86,600       |
| Wages.....    | \$39,000,000 | \$35,000,000 |
| Capital.....  | 86,000,000   | 78,000,000   |
| Products..... | 285,000,000  | 248,000,000  |

Total trade of the city for 1880, estimated at \$900,000,000 an increase of 17½ over 1879.

—Gen. John M. Corse and Mr. George W. Ballou, of New York, and Messrs. George Hafer, J. N. Kinney, Henry Lewis, Benj. Eggleston, O. W. Dodds, Albert Netter, A. D. Bullock, C. T. Dickson, M. S. Forbes, of Cincinnati, are the directors of the Cincinnati Northern Railroad Co., narrow gauge. The officers are: General Corse, president; Henry Lewis, vice-president; George Hafer, treasurer; and W. V.

McCracken, secretary. The executive committee is composed of the president, vice-president, and treasurer.

[From the Railway Age.]

## Railway Construction in 1880.

We present herewith a summary, as complete as it is possible at this date to make it, showing the mileage of track actually laid down in the United States during the year 1880. Much of this information has been obtained directly from the railway companies and from railway commissioners and other state officials. Quite a number of companies, however, have thus far failed to respond to our circular asking information, and we have been obliged to make up our figures from the best available sources, so that our table doubtless falls short of the actual total. The footings, however, incomplete as they may be, are sufficiently astonishing, showing as they do, that not less than 7,207 miles of new track were laid during the past twelve months on at least 234 different lines. These figures are far greater than those for any year since 1871, and the mileage is more than 54 per cent greater than that built in 1879. We have no doubt that the final figures will increase it to at least 7,500 miles, which is a greater mileage than has been constructed in any previous year in the United States or, of course, in any other country. Our table shows that the work of construction has been prosecuted in 42 of the states and territories, the only state not included in the list being Mississippi, and the only territories not given being Idaho, Wyoming, Indian territory—from which railways, eager to enter, are still forcibly kept out—and ice-bound Alaska, which is at present beyond the reach even of the enterprising railway builder. Work is now actively in progress in both Idaho and Wyoming, and another year will see large additions in these territories also, while the Indian country will doubtless be opened to several new enterprises.

Referring to the summary it will be seen that Dakota leads the country with over 680 miles of new track, Texas coming next with 659; Ohio with 525; the new territory of Mexico, with 519 miles; Iowa with 445; young Colorado with 401; Nebraska with 385; Illinois and Kansas with over 340 each, and so on, the new west beyond the Mississippi river contributing the greatest share of the additions for the year.

It should also be borne in mind that the figures show only the track reported laid, and do not include the vast mileage upon which grading has been in progress, and which will be ironed in the coming year. It is not unlikely that ten thousand miles of road will be added in 1881!

If we assume the cost of building and equipping the 7,207 miles here reported, we find that the enormous amount of over seventy-two million dollars has been expended on these completed roads. How much more has been spent in surveys and construction on other new lines, it is of course, impossible to say.

The figures here given considerably exceed any estimate hitherto made, and are an astonishing exhibition of enterprise and faith on the part of the capitalists of the country. As a general thing, these roads have been built by money furnished by non-residents of the states and territories whose facilities of transportation have been thus vastly increased, and whose people certainly ought to feel some gratitude to the "foreign capitalists" who are so obnoxious to some of the politicians of the country.

## RAILWAYS ON WHICH TRACK WAS LAID DURING 1880.

## ARKANSAS.

|   |       |
|---|-------|
| Iron Mountain and Helena (N. G.): Bushville to Marietta.....        | 18.00 |
| Little Rock, Mississippi River and Texas, Pine Bluff Northeast..... | 25.00 |
| Collins to Monticello.....  | 16.00 |
| St. Louis and San Francisco: Missouri line South.....               | 1.00  |
| Washington and Hope: Hope to Washington                             | 10.00 |

## ALABAMA.

|   |       |
|---|-------|
| Pensacola and Selma: Junction North.... | 20.00 |
|---|-------|

## ARIZONA.

|   |        |
|---|--------|
| Southern Pacific: Casa Grande to New Mexico line..... | 200.09 |
|---|--------|

## CALIFORNIA.

|   |      |
|---|------|
| South Pacific Coast (N. G.): completed... | 3.00 |
|---|------|

## COLORADO.

|   |        |
|---|--------|
| Atchison, Topeka and Santa Fe: (Pueblo and Arkansas Valley R. R.) Pueblo to Coal Mines..... | 37.00  |
| Denver, South Park and Pacific (N. G.): Near Platte River to Buena Vista.....               | 19.00  |
| Denver, South Park and Pacific (N. G.): Buena Vista to Haywood Springs.....                 | 13.00  |
| Denver and Rio Grande:—   |        |
| Completed to Leadville.....   | 125.00 |
| Leadville to Kokomo.....  | 19.00  |
| Malta to Tennessee Pass.....  | 10.00  |
| South Arkansas to Maysville.....  | 12.00  |
| Alamosa to mouth Little Chama River.....  | 95.00  |
| Sao Antonio to New Mexico line.....   | 5.00   |
| Canyon City toward Silver Cliff.....  | 5.00   |
| Colorado Springs to Manitou.....  | 5.00   |
| Castle Rock to Stone Quarry.....  | 3.00   |
| Spurs from main line to Canyon Coal.....  |        |
| Fields.....   | 3.00   |
| Union Pacific (Julesburg Branch): Denver Junction to Riverside.....                         | 50.50  |

## CONNECTICUT.

|                                 |       |
|---------------------------------|-------|
| New York and New England:—      |       |
| Waterbury to New York line..... | 35.70 |

## DAKOTA.

|  |        |
|--|--------|
| Chicago and Northwestern:—               |        |
| Minnesota line to Fort Pierre.....       | 185.00 |
| Chicago, Milwaukee and St. Paul:—        |        |
| Ortonville West.....                     | 78.00  |
| White Stone Creek line.....              | 22.00  |
| Mitchell, West.....                      | 55.00  |
| Bridgewater to Mitchell.....             | 26.50  |
| Flandrau and Madison.....                | 28.50  |
| Sioux Falls to Dell Rapids.....          | 13.10  |
| Elk Point cut off.....                   | 4.50   |
| Chicago, St. Paul, Minneapolis & Omaha:— |        |
| Sioux Falls to Montrose.....             | 28.00  |
| Northern Pacific:—                       |        |
| Kurz to Montana line.....                | 121.50 |
| Castleton to Blanchard.....              | 32.00  |
| St. Paul, Minneapolis and Manitoba:—     |        |
| Fargo to Grand Forks Junction.....       | 75.75  |
| Grand Forks West.....                    | 11.00  |

## DELAWARE.

|   |      |
|---|------|
| Wilmington and Northern: Dupont to Paper Mills..... | 1.00 |
|---|------|

## FLORIDA.

|  |       |
|--|-------|
| South Florida (N. G.): Sanford to Orlando                | 22.00 |
| St. Johns and Lake Eustis: completed to Lake Eustis..... | 14.00 |

## GEORGIA.

|   |       |
|---|-------|
| Augusta and Knoxville: Augusta to Sibley Mills.....   | 2.50  |
| Columbia and Rome (N. G.): to Hood.....               | 10.00 |
| Savannah, Florida and Western: Waycross South.....    | 30.00 |
| Walton: Social Circle to Monroe.....                  | 10.00 |
| Western and Atlantic: Partersville to Iron Mines..... | 4.00  |

## ILLINOIS.

|  |       |
|--|-------|
| Chicago, Milwaukee and St. Paul: Libertyville Junction to Libertyville.....                                    | 8.00  |
| Chicago, Milwaukee and St. Paul: Byron to Lanark.....  | 27.50 |
| Chicago and Strawn: Chicago to Strawn.....   | 92.20 |
| Chicago and Western Indiana: in Chicago Danville, Olney and Ohio River (N. G.): Westfield to West Liberty..... | 48.00 |
| Fulton County (N. G.): Havana to Fairview  | 30.00 |
| Illinois Central: Clinton, Bloomington and Northwestern, Pearl to Colfax.....                                  | 14.13 |
| Jacksonville Southeastern: Verden to Litchfield.....   | 23.20 |
| Kankakee and Southwestern: Rugby to Kankakee Junction, and Anchor to Colfax,.....                              | 84.00 |

[Continued on page 49.]



# AMERICAN Railroad Journal

ESTABLISHED 1881

PUBLISHED WEEKLY BY THE  
AMERICAN RAILROAD JOURNAL COMPANY,  
No. 23 LIBERTY STREET, NEW YORK.

JOHN H. SCHULTZ - - - President.

Subscription, Five Dollars per annum, in advance.

BRANCH OFFICE:  
48 Congress St., Boston, Mass.

Mr. FREDERIC ALGAR, Nos. 11 and 12  
Clements Lane, Lombard Street, London, E. C., Eng-  
land, is the authorized European Agent for the  
JOURNAL.

## PRINCIPAL CONTENTS.

|  |    |
|--|----|
| Chicago Letter                               | 41 |
| Railway Construction in 1880                 | 42 |
| New Route from the Hudson to the Delaware    | 43 |
| A Much Quoted Man                            | 43 |
| Central Pacific and Leased Lines             | 44 |
| Personal                                     | 45 |
| Railroad Earnings                            | 45 |
| Railroad Share List                          | 46 |
| Counterfeit Note List                        | 48 |
| Financial and Commercial Affairs             | 51 |
| Interest and Dividends                       | 53 |
| Rochester and State Line Railroad            | 53 |
| Railroad and Canal Dividend Statement        | 54 |
| Organization                                 | 55 |
| Southern Maryland Railroad                   | 55 |
| Presidio Railroad Company                    | 55 |
| Terre Haute and Indianapolis Railroad        | 55 |
| Cleveland and Pittsburg Railroad             | 55 |
| Lehigh and Hudson River Railroad             | 55 |
| New York Elevated Railroad                   | 55 |
| Troy and Greenfield Railroad                 | 55 |
| St. Louis, Vandalia and Terre Haute Railroad | 55 |
| Philadelphia Railroads                       | 55 |
| The Coal Trade                               | 58 |

New York, Saturday, January 15, 1881.

Entered at the Post Office at New York, N. Y., as Second-  
Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features

to the JOURNAL, our aim is to retain and improve the old ones.

## New Route from the Hudson to the Delaware.

The through route that has been so much talked of between Newburg on the Hudson and the Delaware River will in all probability be fully completed and in running order by next Fall. It will necessitate the building of about 23 miles of railroad between Andover, N. J., and Belvidere. The route will be by way of the New York, Lake Erie and Western's Newburg branch to Greycourt, thence to McAfee by the Warwick Valley Railroad and by either the Sussex Railroad or the building of an independent line from McAfee to Andover, the remainder of the route to consist of the 23 miles which it has just been decided to build at once. The line will have most valuable connections, including to the eastward the New York, Lake Erie and Western, New York and New England, Newburg, Dutchess and Connecticut, and Wallkill Valley Railroads, and the Hudson River boats. At the western terminus, at Belvidere, the road will connect with the Belvidere Delaware Division of the Pennsylvania Railroad, giving by that line a connection at Easton with the Lehigh Valley, Central of New Jersey, and Morris and Essex, with connections by the Belvidere, Delaware Division with Philadelphia. It will also cross the New Jersey Midland at Franklin, and the Delaware, Lackawanna and Western at Buttsville, about six miles north of Belvidere.

The new route will bring Easton and Newburg 50 miles nearer together than they now are by the Delaware, Lackawanna and Western, and 41 miles nearer than by the Central Railroad of New Jersey, the distance from Easton to Newburg by the new route being 95 miles. Harrisburg which is now 263 miles from the Hudson by the New York Central and Hudson River and Pennsylvania roads, will be 202 miles by the new route. Surveying has been going on for some time, for the portion of the line to be constructed, and contracts for parts of the work will probably be given out this month. Proposals are being received now for ties to be delivered in the spring.

The new enterprise is one of great importance, as is readily seen from the new transportation facilities it will afford, and from the great shortening of distances it will make between important inland points as well as river shipping stations. It appears to be the shortest possible route between the Delaware and Hudson Rivers. The plan is a very popular one and awakens much interest in its favor, especially as it will be carried out by experienced and able men in whose ability and character the interested public has the utmost confidence. The company recently formed is a very strong one and includes a number of prac-

tical railroad men and solid capitalists. It is called the Lehigh and Hudson River Railroad Co. Its officers were elected last week and form a very energetic board. The President is Grinnell Burt, of Warwick, who is also the President of the Warwick Valley Railroad. The Vice-President is George R. Blanchard, who is the Vice-President of the New York, Lake Erie and Western. The Secretary is Alfred Ely, of Newark, N. J., and the Treasurer is D. B. Halstead, of the National Exchange Bank, New York. The other Directors are the Hon. Thomas C. Platt, William C. Sheldon, John S. Martin, G. A. Hobart, D. F. Merritt, James B. Pixman, the Hon. Frederic A. Potts, late Republican candidate for Governor of New Jersey; the Hon. Bird W. Spencer, Mayor of Passaic, N. J., and Charles Scranton, of Oxford, N. J. The list of incorporators also includes Richard Smith, of Morristown, N. J.; Thomas P. Fowler, A. W. Humphreys, Joseph H. Converse, of Boston; R. C. Vilas, of New York; C. F. Hoffman, the Hon. Titus Sheard, of Little Falls, N. Y.; A. V. D. Pratt, of Elmira, and other gentlemen well known in railroad circles and of prominence in public life.

## A Much Quoted Man.

General Francis A. Walker who obtains such wonderfully satisfactory results in compiling the full statistical reports connected with his census work, is a skillful systematizer of business machinery as well as an able and original employer of figures, in telling what people want to know about themselves and their country, and in giving facts for history. He comes naturally enough by these qualifications, being of the Adams family and a son of Amasa Walker, an eminent Massachusetts statistician. In his professorship at Williston Seminary, as in Yale College, General Walker enjoyed an enviable reputation as a sketcher of classical history by the use of systems of skillfully prepared tables of dates of historical events, etc., which under his method assumed an impressiveness and clearly defined portraiture of great value.

An amusing incident is remembered by the writer as occurring one day in General Walker's class in English composition at Williston. Among the students was one who was counted as something of a bore among his associates on account of his inveterate habit of begging compositions from his less indolent friends, to be read by himself as specimens of his own literary powers. This could easily be done in a large seminary where the students read their compositions in different departments before different professors, and it not infrequently happened that a composition which took pretty well in one department would be passed around among the boys of a set whose scruples against plagiarism were not paramount to their convictions against over-mental exertion. The professional composition borrower arose one day in class and with the

utmost complacency began reading a really fine production on "The Horse." The triteness of the subject when announced caused the boys to settle down for five minute contemplations of class room miseries, but after the first few lines were read the historical research and statistical knowledge displayed aroused an unwonted animation and interest among the drowsy listeners, who looked with wonder and incredulity upon the proud reader and the masterly effort. A loud, sharp rap and a "that's sufficient" from the General's desk broke the spell, and the reader sat down having given the boys but a glimpse of his borrowed plumage. The composition was one that General Walker himself wrote early in his college days, and it had been published in an Amherst College paper at the time, where one of the persecuted students at Williston, who had tired of furnishing the borrower with his compositions, found it. He had copied it and passed it off upon the unwitting and indolent reader, and so General Walker had the pleasure of detecting his pupil and witnessing the resurrection of one of his early historical productions under somewhat peculiar circumstances. Since that, though, he has undoubtedly become accustomed to seeing his work used by others, for probably few men have their work more quoted just now and used fairly or unfairly than General Walker at the head of the census department.

The Inter-State Improvement and Construction Co. intends to have its line of railroad between Indianapolis, Ind., and Springfield, Ohio, completed by October next. The new road will connect the Indiana, Bloomington and Western Railway with the lines of the Cincinnati, Sandusky and Cleveland Railroad Co. The Inter-State Improvement and Construction Co., whose offices are at 115 Broadway, give the stockholders of Indiana, Bloomington and Western the privilege of subscribing for \$1,500,000 of the stock of the former company in the proportion of six shares for every ten shares of the latter company, between the 1st and 5th of February, during which time the books will be open.

#### Central Pacific and Leased Lines.

The gross earnings of the Central Pacific Railroad Co., for the year 1880, estimating for the month of December, as is shown in our tables, will amount to \$20,410,424, against \$17,153,163 for 1879. There has been a slight increase of mileage operated of from 2,450 to 2,580 miles, but as this consists of new leased line in New Mexico and Arizona, the amount of new business can be but small, and the increase is due mainly to additions upon the older roads. In a few weeks the connection with the Santa Fe road to the east will be made when fresh business, both through and local, will be thrown upon the Southern Pacific leased line; it would not be surprising therefore if the gross earnings upon the whole 2,750 miles of road operated should reach \$27,500,000 or \$10,000 per mile. By reference to the annual report it will be seen that the company

besides its earnings from transportation derives about \$1,250,000 per annum from other sources such as investments, sinking funds and land sales. The following shows in round numbers the state of the income account for the six months just closed, and is, though in part an estimate by the financial agents, Fisk & Hatch, entirely trustworthy:

| Revenues:  |                     |
|--|---------------------|
| Earnings from transportation.....  | \$11,905,730        |
| Earnings from river steamers.....  | 12,500              |
| Received for interest on sinking fund.....                                 | 200,000             |
| Received for interest on investments.....                                  | 90,000              |
| Received from sales of lands.....  | 220,000             |
| Received from miscellaneous sources.....                                   | 188,000             |
| <b>Total income from all sources for the six months.....</b>               | <b>\$12,566,230</b> |
| Disbursements:   |                     |
| Operating expenses, including rentals and repairs.....                     | \$3,800,000         |
| General expenses, legal and engineering expenses, and taxes.....           | 460,000             |
| Expenses of land department.....   | 40,000              |
| Interest on funded debt.....   | 1,700,000           |
| Discount and interest.....   | 150,000             |
| New construction, equipment and surveys.....                               | 500,000             |
| <b>Total expenses, interest, and improvements, for the six months.....</b> | <b>\$9,150,000</b>  |
| <b>Surplus.....</b>  | <b>\$3,416,230</b>  |
| Applicable to—   |                     |
| Company's sinking funds—   |                     |
| From earnings.....   | \$330,000           |
| From interest received.....  | 200,000             |
|  | \$530,000           |
| United States sinking fund ..  | 450,000             |
| Redemption of land bonds ..  | 220,000             |
|  | 1,200,000           |

|  |             |
|--|-------------|
| Surplus over all expenses, fixed charges, and sinking fund requirements..... | \$2,216,230 |
| Dividend No. 11, payable Feb. 1, 1881.....                                   | 1,778,265   |

Surplus for the six months after payment of dividend..... \$437,965

The latest official General Ledger Balance accessible is of June 30, 1880, is as follows: No great changes can have occurred since that date except the calling in and payment of the only 7 per cent loan of \$1,500,000.

#### LIABILITIES.

|  |                         |
|--|-------------------------|
| United States Subsidy bonds.....   | \$27,855,680 00         |
| Interest on Subsidy bonds (accrued but not due).....                               | \$20,106,781 81         |
| Less Government transportation acc't and sinking fund applicable to the above..... | 4,929,229 82            |
|  | *15,177,541 99          |
| Other bonded debt.....   | 56,830,000 00           |
| Interest due and accrued.....  | 1,481,345 00            |
| Bills payable.....   | 790,807 19              |
| Accounts payable.....  | 4,926,200 76            |
| Dividends unpaid.....  | 2,311 00                |
| Capital stock, subscribed.....   | \$62,608,800 00         |
| Less held in trust for the company.....  | 3,333,300 00            |
|  | 59,275,500 00           |
|  | \$166,342,885 94        |
| Trustees land grant mortgage.....  | 224,164 59              |
| <b>Total liabilities.....</b>  | <b>\$166,567,050 53</b> |

#### ASSETS.

|   |                  |
|---|------------------|
| Road & fixtures.....  | \$136,558,752 45 |
| Equipment.....  | 8,045,262 10     |
| Real estate.....  | 2,660,896 81     |
| Cash.....   | 1,855,857 81     |
| Material, etc.....  | 1,332,696 76     |
| Company's bonds and stocks.....   | 7,259 29         |
| Other bonds, stocks and investments.....  | 2,326,763 11     |
| Bills receivable.....   | 1,877,773 56     |
| Sinking fund with trustees.....   | 4,187,176 65     |
| Accounts receivable.....  | 786,795 65       |
| Trustees for land grant mortgage—a sinking fund for redemption of land grant bonds.....   | 224,164 59       |
| Land contracts—deferred payments on time sales.....   | 1,820,353 42     |
| Farming lands—11,000,000 A. at the very low valuation of \$1 25 per acre.....   | †13,750,000 00   |
| Undivided half 60 acres land in Mission Bay, San Francisco; 500 acres water front at O. K. land; about 140 acres and water front at Sacramento: |                  |
| Estimated value, independent of improvements..  | 7,750,000 00     |

Total assets..... \$183,682,751 70

Surplus, assets over liabilities \$17,115,701 17

\*As this sum is not payable (except by the operation of the sinking fund and by transportation services to the Government) until the maturity of the bonds in from 1895 to 1899, and as it bears no interest, the real present liability of the company on this account would be its present equivalent, i. e., a sum which, set aside, would produce the amount at the time of its maturity. The sum of \$8,000,000, invested at 4 per cent, would be more than sufficient. This reduces the real liabilities of the company, and increases the surplus, to the extent of \$7,000,000 and over.

†It will be noticed that in the foregoing statement, the immense and valuable land grant of the company is put down at the very low price of \$1 25 per acre the minimum Government rate for wild lands everywhere without regard to railroad facilities.

The average price per acre realized from the company's sales of lands from 1870 to 1879 inclusive, was \$7 18; and while all the lands are not of equal value, there are very large areas quite as desirable as any that have been sold; and they are constantly increasing in value as the country becomes more thickly populated.

The board of directors estimate the present value of their remaining lands at \$30,000,000—a valuation not made at random, but as the result of careful estimates.

At this valuation of the lands, the surplus of assets over liabilities would be increased to \$23,365,701 17, equal to over 55 per cent on the capital stock outstanding.

The Canada Central Railway is in operation a distance of 152 miles, and it will soon be extended to Callander station, the eastern terminus of the Canada Pacific.



## RAILROAD EARNINGS—MONTHLY.

|   | January.  | February. | March.    | April.    | May.      | June.     | July.     | August.   | September. | October.  | November. | December. | Total.     |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| <b>Atchison, Top. &amp; San. Fe.:</b>         |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 174,598   | 184,885   | 295,367   | 299,610   | 304,636   | 249,481   | 329,559   | 466,163   | 420,531    | 446,529   | 438,589   | 340,932   | 3,950,868  |
| 1879.....                                     | 314,732   | 369,107   | 508,608   | 546,182   | 600,000   | 399,500   | 456,000   | 516,765   | 593,311    | 759,000   | 654,500   | 586,500   | 6,338,447  |
| 1880.....                                     | 473,500   | 444,600   | 668,000   | 692,000   | 677,800   | 747,000   | 657,500   | 673,000   | 809,000    | .....     | .....     | .....     | .....      |
| <b>Burlington, Cedar Rapids and Northern:</b> |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 165,411   | 147,196   | 125,141   | 115,277   | 139,490   | 101,014   | 95,007    | 104,444   | 138,897    | 141,619   | 129,494   | 124,676   | 1,527,667  |
| 1879.....                                     | 117,362   | 97,277    | 111,924   | 100,132   | 116,950   | 110,179   | 107,990   | 122,827   | 154,795    | 171,524   | 147,785   | 176,204   | 1,534,949  |
| 1880.....                                     | 184,316   | 165,170   | 188,325   | 141,652   | 149,504   | 153,376   | 143,432   | 160,160   | 179,804    | 204,991   | 189,330   | 193,068   | 2,053,131  |
| <b>Central Pacific:</b>                       |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 1,110,988 | 950,529   | 1,229,592 | 1,529,254 | 1,590,889 | 1,393,851 | 1,533,701 | 1,726,666 | 1,769,477  | 1,773,089 | 1,537,493 | 1,432,917 | 17,607,451 |
| 1879.....                                     | 1,059,166 | 1,056,691 | 1,280,272 | 1,406,600 | 1,579,591 | 1,443,088 | 1,456,833 | 1,556,457 | 1,649,430  | 1,809,022 | 1,488,142 | 1,335,870 | 17,153,163 |
| 1880.....                                     | 1,200,614 | 1,070,487 | 1,373,438 | 1,356,716 | 1,778,488 | 1,724,950 | 1,760,000 | 1,885,000 | 1,957,000  | 2,145,000 | 2,154,000 | 1,853,000 | 20,410,424 |
| <b>Chicago and Alton:</b>                     |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 301,073   | 300,187   | 357,297   | 335,999   | 349,883   | 359,457   | 433,473   | 563,379   | 443,525    | 486,921   | 399,378   | 340,947   | 4,671,519  |
| 1879.....                                     | 343,737   | 307,361   | 327,470   | 335,394   | 421,937   | 447,774   | 536,843   | 583,832   | 628,811    | 668,163   | 601,101   | 553,014   | 5,755,677  |
| 1880.....                                     | 502,285   | 459,543   | 602,624   | 537,326   | 602,132   | 609,255   | 670,317   | 740,842   | 733,234    | 786,116   | 680,982   | 553,564   | .....      |
| <b>Chicago and Northwestern:</b>              |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 1,077,891 | 1,084,857 | 1,095,884 | 1,255,887 | 1,471,545 | 1,069,142 | 1,166,271 | 1,266,460 | 1,450,302  | 1,573,422 | 1,407,240 | 1,080,838 | 14,999,840 |
| 1879.....                                     | 1,008,321 | 889,623   | 1,107,042 | 1,128,894 | 1,433,364 | 1,393,087 | 1,314,231 | 1,326,957 | 1,716,409  | 1,896,073 | 1,558,476 | 1,325,895 | 16,098,373 |
| 1880.....                                     | 1,154,632 | 1,131,683 | 1,361,725 | 1,294,573 | 1,875,608 | 1,653,000 | 1,716,581 | 1,771,314 | 1,957,951  | 2,031,000 | 1,820,600 | 1,490,429 | .....      |
| <b>Chicago, Burl. &amp; Quincy:</b>           |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 1,045,467 | 911,150   | 1,169,831 | 1,118,736 | 1,275,516 | 897,090   | 946,427   | 1,632,207 | 1,382,123  | 1,368,349 | 1,296,082 | 1,070,525 | 14,113,503 |
| 1879.....                                     | 1,105,098 | 982,377   | 1,071,738 | 1,018,755 | 1,171,303 | 1,160,968 | 993,823   | 1,315,559 | 1,484,316  | 1,709,932 | 1,327,679 | 1,438,167 | 14,779,715 |
| 1880.....                                     | 1,200,239 | 1,180,855 | 1,453,611 | 1,260,319 | 1,619,227 | 1,434,515 | 1,566,661 | 1,610,168 | 1,579,465  | 1,599,534 | 1,510,846 | .....     | .....      |
| <b>Chicago, Mil. &amp; St. Paul:</b>          |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 705,865   | 666,853   | 663,640   | 784,507   | 798,665   | 636,447   | 647,460   | 522,487   | 676,368    | 823,732   | 809,212   | 716,512   | 8,451,768  |
| 1879.....                                     | 591,176   | 476,667   | 632,898   | 678,439   | 857,324   | 798,659   | 773,173   | 733,736   | 1,018,806  | 1,290,740 | 1,100,245 | 1,060,957 | 10,012,820 |
| 1880.....                                     | 763,000   | 739,000   | 901,000   | 871,000   | 1,135,000 | 1,038,000 | 1,026,000 | 991,000   | 1,257,000  | 1,494,000 | 1,472,000 | 1,426,000 | .....      |
| <b>Clev. Col., Cin. &amp; Ind.:</b>           |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 333,299   | 215,645   | 264,426   | 267,444   | 269,553   | 258,344   | 273,817   | 262,186   | 333,278    | 336,165   | 336,830   | 277,727   | 3,528,714  |
| 1879.....                                     | 238,234   | 254,232   | 233,781   | 230,866   | 264,453   | 267,895   | 312,706   | 366,630   | 413,437    | 426,629   | 369,647   | 380,425   | 3,758,968  |
| 1880.....                                     | 392,632   | 375,619   | 302,787   | 281,650   | 303,906   | 334,742   | 400,332   | 434,164   | 410,103    | 444,104   | 422,123   | 358,454   | .....      |
| <b>Hannibal &amp; St. Joseph:</b>             |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 135,044   | 124,096   | 160,365   | 138,461   | 136,658   | 137,454   | 133,696   | 214,222   | 231,169    | 222,720   | 207,918   | 178,567   | 2,045,450  |
| 1879.....                                     | 137,047   | 137,038   | 211,899   | 165,444   | 134,070   | 107,569   | 99,811    | 141,533   | 176,810    | 239,735   | 193,125   | 253,333   | 1,997,408  |
| 1880.....                                     | 169,320   | 157,566   | 216,327   | 200,059   | 189,125   | 177,861   | 163,484   | 212,596   | 209,058    | 240,359   | 204,116   | 257,241   | 2,537,954  |
| <b>Illinois Central:</b>                      |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 624,659   | 511,386   | 536,409   | 533,838   | 608,527   | 552,706   | 568,031   | 675,889   | 630,356    | 654,840   | 625,201   | 589,312   | 7,111,000  |
| 1879.....                                     | 580,192   | 466,921   | 532,160   | 492,591   | 575,461   | 580,578   | 573,173   | 650,977   | 736,066    | 807,859   | 631,343   | 656,065   | 7,234,464  |
| 1880.....                                     | 536,657   | 582,811   | 619,995   | 544,470   | 626,854   | 643,507   | 691,587   | 698,357   | 797,232    | 860,124   | 720,571   | 655,291   | .....      |
| <b>Lake Shore &amp; Mich. South'n:</b>        |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 1,270,143 | 1,077,543 | 1,171,838 | 1,057,556 | 1,069,215 | 949,797   | 1,027,127 | 1,329,672 | 1,269,537  | 1,372,199 | 1,221,507 | 1,163,631 | 13,979,766 |
| 1879.....                                     | 1,061,852 | 1,191,839 | 1,277,907 | 1,199,220 | 1,136,341 | 1,065,133 | 1,040,763 | 1,273,151 | 1,435,906  | 1,568,378 | 1,458,183 | 1,542,819 | 15,271,498 |
| <b>Mo., Kan. &amp; Texas:</b>                 |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 217,029   | 181,118   | 236,546   | 206,756   | 206,757   | 207,514   | 219,926   | 294,835   | 330,235    | 349,696   | 288,459   | 242,568   | 2,981,679  |
| 1879.....                                     | 194,454   | 194,856   | 224,559   | 189,218   | 217,833   | 221,892   | 258,659   | 306,330   | 380,759    | 357,701   | 386,086   | 380,928   | 3,343,373  |
| 1880.....                                     | 367,327   | 326,306   | 355,508   | 348,275   | 274,626   | 307,052   | 325,167   | 250,700   | 369,065    | .....     | 407,549   | 358,672   | .....      |
| <b>New York Central and Hudson River:</b>     |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | .....     | .....     | .....     | .....     | .....     | .....     | .....     | .....     | .....      | 2,771,274 | 2,567,318 | 2,237,265 | .....      |
| 1879.....                                     | 2,024,812 | 2,210,304 | 2,474,392 | 2,314,636 | 2,311,010 | 2,022,823 | 2,191,423 | 2,546,028 | 2,922,396  | 2,898,586 | 2,801,835 | 2,846,216 | .....      |
| 1880.....                                     | 2,593,612 | 2,317,230 | 2,854,834 | 2,782,324 | 2,540,997 | 2,653,477 | 2,873,316 | 3,022,854 | 3,000,627  | 3,095,198 | 3,047,541 | .....     | .....      |
| <b>New York, Lake Erie &amp; Western:</b>     |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 1,304,018 | 1,121,412 | 1,147,208 | 1,127,079 | 1,172,961 | 1,258,990 | 1,157,691 | 1,445,929 | 1,338,272  | 1,473,532 | 1,381,391 | 1,205,755 | 15,134,216 |
| 1879.....                                     | 1,147,173 | 1,207,391 | 1,356,780 | 1,372,755 | 1,350,574 | 1,230,419 | 1,273,533 | 1,450,223 | 1,492,457  | 1,713,697 | 1,515,835 | 1,398,244 | 16,509,121 |
| 1880.....                                     | 1,296,81  | 1,252,218 | 1,644,558 | 1,643,151 | 1,592,544 | 1,664,812 | 1,580,976 | 1,606,574 | 1,786,417  | 1,899,910 | .....     | .....     | .....      |
| <b>Northern Central:</b>                      |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 265,003   | 273,607   | 334,166   | 328,869   | 317,568   | 315,307   | 324,425   | 316,716   | 426,837    | 413,534   | 377,316   | .....     | .....      |
| 1879.....                                     | 334,494   | 330,860   | 415,325   | 386,130   | 329,788   | 419,193   | 450,298   | 453,923   | 464,093    | 512,917   | 459,054   | .....     | .....      |
| <b>Philadelphia and Reading:</b>              |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 610,768   | 482,238   | 658,991   | 903,765   | 1,101,497 | 1,267,874 | 854,164   | 1,217,543 | 674,113    | 1,205,373 | 1,356,831 | 810,891   | 11,144,048 |
| 1879.....                                     | 900,482   | 825,154   | 859,569   | 989,034   | 1,144,051 | 1,179,140 | 1,147,767 | 1,305,414 | 1,197,162  | 1,409,028 | 1,308,658 | 1,325,780 | 13,621,239 |
| 1880.....                                     | 1,239,177 | 1,016,278 | 1,404,878 | 1,328,661 | 1,307,148 | 1,286,168 | 1,169,874 | 1,415,834 | 1,877,073  | 1,563,794 | .....     | .....     | .....      |
| <b>St. Louis, I. Mt. &amp; South'n:</b>       |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 375,521   | 341,318   | 344,198   | 283,101   | 270,320   | 254,749   | 299,161   | 348,534   | 409,819    | 583,983   | 535,411   | 468,195   | 4,514,321  |
| 1879.....                                     | 334,029   | 339,161   | 353,147   | 318,196   | 302,640   | 281,920   | 332,167   | 403,316   | 591,076    | 724,713   | 656,832   | 655,413   | 5,292,011  |
| 1880.....                                     | 552,615   | 492,460   | 450,620   | 403,300   | 372,290   | 365,300   | 442,000   | 513,555   | 661,400    | 678,200   | 626,725   | 655,100   | 6,259,419  |
| <b>Toledo, Peoria and Warsaw:</b>             |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 130,466   | 94,878    | 108,945   | 90,627    | 111,339   | 76,867    | 91,974    | 131,145   | 125,109    | 104,500   | 90,145    | 82,544    | 1,243,959  |
| 1879.....                                     | 94,907    | 77,624    | 91,256    | 112,375   | 108,879   | 89,224    | 103,843   | 102,282   | 112,374    | 132,372   | 105,099   | 111,981   | 1,242,318  |
| 1880.....                                     | 93,306    | 105,101   | 128,453   | 92,242    | 119,720   | 121,814   | 112,266   | 127,269   | 127,228    | .....     | .....     | .....     | .....      |
| <b>Wabash, St. Louis &amp; Pacific:</b>       |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1878.....                                     | 571,196   | 595,839   | 655,240   | 609,278   | 565,094   | 519,201   | 671,984   | 820,087   | 936,222    | 1,198,076 | 864,057   | 980,561   | .....      |
| 1880.....                                     | 750,447   | 762,558   | 982,480   | 890,137   | 946,186   | 952,049   | 1,065,080 | 1,185,325 | 1,177,134  | 1,526,475 | 1,105,616 | 962,663   | .....      |

## Personal.

—Mr. Thomas Ross, the inventor of the Howe scale, was killed at Rutland, Vt., last week, by the bursting of an emery wheel.

—Mr. Henry Crossman, who died in Brooklyn last week, was a director of the New York Ferry Company, the Brooklyn and Coney Island Railroad Company, the New York and Dry Dock Railroad Company, and the United States Warehouse Company and one of the original subscribers to the Brooklyn Academy of Music.

—Captain Jas. B. Eads, having returned from Mexico, is about presenting to Congress his plan for the ship railway across the Isthmus of Tehuantepec.

—Among the prominent railroad men stopping in

New York during the past week have been President M. E. Ingalls, of the Cincinnati, Indianapolis, St. Louis and Chicago Railway; Vice-President R. B. Angus, of the St. Paul, Minneapolis and Manitoba; and Sir Hugh Allan, of Montreal.

—Mr. Adolph Sutro gave \$1,000 to the public library of San Francisco as a New Year's gift, to be used in purchasing books on mining, geology, assay-ing and kindred sciences.

—Mr. James R. Keene, whose beautiful residence at Newport was recently destroyed by fire, pays \$50 for passage across the bay once a week, as the regular running time does not accommodate him. His family remain in Newport through the winter.

—Colonel J. A. Hill, the recently-appointed gen-

eral superintendent of the Vandalia line, earned his military title by faithful service with an Ohio regi-ment during the war. For twelve years he has been connected with the Columbus, Chicago and Indiana Central Railroad.

—Mr. Robert H. Garrett has been appointed general agent of the Alabama Great Southern Railroad, with headquarters at New Orleans.

—Mr. E. P. Lyman is the newly appointed assistant superintendent of the Albuquerque division of the Chi-cago, Milwaukee & St. Paul Railroad.

—The superintendency of the Illinois division of the Chicago, Rock Island and Pacific Railroad, has been given to Mr. R. H. Chamberlain, formerly train mas-ter of that road.

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Land Grant Railroads are printed in "italic." State-side Railroads are distinguished by a "—" across the column signifies "nil," and running date (---) signify "not ascertained."

Land G

| Abstract of General Balance Sheet. |            |              |                       |                |       |                      |                              |              |            |                    |      |             |         |           |        |        |            |                  |
|------------------------------------|------------|--------------|-----------------------|----------------|-------|----------------------|------------------------------|--------------|------------|--------------------|------|-------------|---------|-----------|--------|--------|------------|------------------|
| Years ending.                      | Railroad.  |              |                       | Rolling Stock. |       | Property and Assets. |                              | Liabilities. |            | Railroad Operated. |      | Operations. |         | Earnings. |        |        |            |                  |
|                                    | Main Line. | Branch Line. | 2d Track and Sidings. | Engines.       | Cars. | Freight.             | B. M. E.                     | Freight.     | Passenger. | Trains Moved.      | M.   | M.          | Number. | Tons.     | Gross. | Net.   | Dividends. | Value of Shares. |
| Sept. 30, 1879.                    | 60.0       | 5.0          | 2.9-8.5               | 23             | 41    | 55                   | Adirondack.....              | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Oct. 31, 1879.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Nov. 30, 1879.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Dec. 31, 1879.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Jan. 31, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Feb. 28, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Mar. 31, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Apr. 30, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| May 31, 1880.                      | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| June 30, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| July 31, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Aug. 31, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Sept. 30, 1880.                    | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Oct. 31, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Nov. 30, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Dec. 31, 1880.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Jan. 31, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Feb. 28, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Mar. 31, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Apr. 30, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| May 31, 1881.                      | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| June 30, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| July 31, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Aug. 31, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Sept. 30, 1881.                    | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Oct. 31, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Nov. 30, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Dec. 31, 1881.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Jan. 31, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Feb. 28, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Mar. 31, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Apr. 30, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| May 31, 1882.                      | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| June 30, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| July 31, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Aug. 31, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Sept. 30, 1882.                    | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Oct. 31, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Nov. 30, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Dec. 31, 1882.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Jan. 31, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Feb. 28, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Mar. 31, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Apr. 30, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| May 31, 1883.                      | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| June 30, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| July 31, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Aug. 31, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Sept. 30, 1883.                    | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Oct. 31, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Nov. 30, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Dec. 31, 1883.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Jan. 31, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Feb. 28, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Mar. 31, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Apr. 30, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| May 31, 1884.                      | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| June 30, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| July 31, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Albany and Gt. Southern..... | 2,619,412    | 109,280    | 4,235,000          | 60.0 | 48,094      | 23,802  | 22,970    | 78,582 | 16,081 | 100        | 100              |
| Aug. 31, 1884.                     | 60.0       | 5.0          | 10.0-5.0              | 23             | 41    | 55                   | Alb                          |              |            |                    |      |             |         |           |        |        |            |                  |



[illegible]

## COUNTERFEIT NOTE LIST.

**1s.**  
Boston, Mass. National Eagle Letter A, July 1, 1865.  
(Photographed.)

**2s.**  
Kinderhook, N. Y. National Union Letter A, July 1, 1865.  
\*Lindpark, N. Y. National Union " " "  
Newport, R. I. Nat. Bank of Rhode Island. " A, Nov. 1, 1865.  
New York, N. Y. Ninth. " A, Jan. 2, 1865.  
New York, N. Y. Marine. " A, July 1, 1865.  
New York, N. Y. Market. " " "  
New York, N. Y. St. Nicholas. " " "  
Peekskill, N. Y. Westchester County. " A, Aug. 15, 1865.  
Philadelphia, Pa. Sixth. " A, July 1, 1865.

**5s.**  
Amsterdam, N. Y. Manufacturers' Letter B, April 15, 1875.  
Aurora, Ill. First. " A, Nov. 2, 1863.  
Boston, Mass. Globe (Photographed) " C.  
Boston, Mass. Pacific (Photographed) " B, Series, 1875.  
Canton, Ill. First. " A, May 21, 1864.  
Castleton, N. Y. National Bank of Castleton. " D, March 10, 1865.  
\*Cecil, Ill. First. " A, May 10, 1865.  
Chicago, Ill. First. " " "  
Chicago, Ill. Central. " " "  
Chicago, Ill. Merchants' " " "  
Chicago, Ill. Traders' " " "  
Chicago, Ill. German. " A, March 10, 1865.  
Chicago, Ill. Union. " " "  
Dedham, Mass. Dedham (Photographed) " B, Series 1875.  
Fall River, Mass. Pocasset (Photographed) " C, Jan. 2, 1865.  
\*Galena, Ill. First. " A, May 10, 1865.  
Hanover, Pa. First. " D, Feb. 20, 1864.  
Jackson, Mich. People's. " D, Oct. 2, 1865.  
Jewett City, Conn. Jewett City. " B, Sept. 1, 1865.  
Montpelier, Vt. Montpelier (Photographed) " A, Series 1875.  
New Bedford, Mass. Merchants' " C, Feb. 14, 1865.  
No Hampton, Mass. First. " C, May 2, 1865.  
Paxton, Ill. First. " A, Oct. 20, 1871.  
Pawling, N. Y. National Bank of Pawling. " A, July 20, 1865.  
Peru, Ill. First. " A, June 2, 1864.  
Rome, N. Y. Fort Stanwix. " B, Sept. 1, 1865.  
Southbridge, Mass. Southbridge (Photographed) " B, May 10, 1875.  
Tamaqua, Pa. First. " B, July 1, 1865.  
Troy, N. Y. National State Bank. " A, May 10, 1865.  
Virginia, Ill. Farmers' " " "  
Westfield, Mass. Hampden " C & D, Aug. 1, '65.

Osage, Iowa. Osage National Bank. 1,751 to 2,200 560,958 to 561,407  
Pontiac, Ill. Nat. Bank of Pontiac. 741 to 765 252,111 to 252,135

**10s.**  
Albany, N. Y. Albany City Letter A, July 20, 1865.  
Auburn, N. Y. Auburn City. " A, Aug. 1, 1865.  
Buffalo, N. Y. Farmers and Manufacturers " A, July 20, 1865.  
Lafayette, Ind. Lafayette. " A, Dec. 22, 1874.  
Lockport, N. Y. First. " A, Feb. 20, 1865.  
Muncie, Ind. Muncie. " A, Feb. 14, 1865.  
Newburgh, N. Y. Highlan. " A, July 1, 1865.  
New York, N. Y. American. " A, May 12, 1865.  
New York, N. Y. Marine. " A, July 1, 1865.  
New York, N. Y. Market. " " "  
New York, N. Y. Mechanics' " " "  
New York, N. Y. Nat. Bank of Commerce. " " "  
New York, N. Y. Nat. Bank State of N. Y. " " "  
Philadelphia, Pa. First. " B, Feb. 20, 1864.  
Philadelphia, Pa. Third. " " "  
Poughkeepsie, N. Y. First. " A, Aug. 1, 1865.  
Poughkeepsie, N. Y. City. " A, July 4, 1865.  
Poughkeepsie, N. Y. Farmers and Manufacturers " A, Aug. 1, 1865.  
Red Hook, N. Y. First. " A, Feb. 20, 1865.  
Richmond, Ind. Richmond. " A, March 15, 1873.  
Rochester, N. Y. Flour City. " A, July 1, 1865.  
Rome, N. Y. Central. " A, May 12, 1865.  
Syracuse, N. Y. Syracuse. " A, Aug. 1, 1865.  
Troy, N. Y. Mutual. " A, May 10, 1865.  
Waterford, N. Y. Saratoga County. " A, July 1, 1865.  
Watkins, N. Y. Watkins. " A, Aug. 1, 1865.

Bank No. Treasury No.  
Albany, N. Y. Merchants' 759 to 766 45,195 to 45,202  
Barre, Vermont. Nat. Bk of Barre 911 to 936 932,805 to 932,830  
Boston, Mass. Nat. H. & Leather 11,919 to 11,972 22,900 to 22,953  
New York City. Third Nat. Bank 9,414 to 9,428 644,416 to 644,430

**20s.**  
Indianapolis, Ind. First Letter A, Nov. 2, 1863.  
New York, N. Y. First. " B, July 19, 1865.  
New York, N. Y. Market. " B, Jan. 19, 1865.  
New York, N. Y. Merchants' " B, July 19, 1865.  
New York, N. Y. Nat. Bank of Commerce. " " "  
New York, N. Y. Nat. Shoe & Leather. " " "  
New York, N. Y. Tradesmen's. " B.]

Philadelphia, Pa. Fourth Letter A, March 7, 1864.  
Portland, Conn. First. " A, May 10, 1865.  
\*Utica, N. Y. City. " B, Aug 19, 1865.  
Utica, N. Y. Oneida. " " "

Bank No. Treasury No.  
Albany, N. Y. Merchants' 759 to 766 45,195 to 45,202  
Barre, Vermont. Nat. Bk of Barre 911 to 936 932,805 to 932,830  
Boston, Mass. Nat. H. & Leather 11,919 to 11,972 22,900 to 22,953  
New York City. Third Nat. Bank 9,414 to 9,428 644,416 to 644,430

**50s.**  
Buffalo, N. Y. Third Letter A, March 10, 1865.  
New York, N. Y. Central. " A, April 15, 1864.  
New York, N. Y. Union. " A, April 15, 1864.  
New York, N. Y. Nat. Broadway. " A & C, Jan. 10, 1865.  
New York, N. Y. Nat. Bank of Commerce. " " "  
New York, N. Y. Tradesmen's. " A & D, April 20, '65.

Bank No. Treasury No.  
Jersey City, N. J. First National Bank 671 to 750 19,609 to 19,683  
Lynn, Mass. National City Bank 121 to 150 66,797 to 66,825

**100s.**  
Baltimore, Md. National Exchange Letter.  
Boston, Mass. First. " A, Feb 2, 1864.  
Boston, Mass. Nat. Revere. " A, July 20, 1865.  
Cincinnati, Ohio. Ohio. " A, Dec. 22, 1864.  
New York, N. Y. Central. " A, April 15, 1864.  
New Bedford, Mass. Merchants' " A, Feb. 14, 1865.  
Pittsburg, Pa. Nat. Bk of Commerce. " A, Series 1875.  
Pittsfield, Mass. Pittsfield. " A, July 20, 1865.  
Wilkesbarre, Pa. Second. " A, Nov. 2, 1863.

Bank No. Treasury No.  
Jersey City, N. J. First National Bank 671 to 750 19,609 to 19,683  
Lynn, Mass. National City Bank 121 to 150 66,797 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."  
‡ Central National Bank altered with a pen to Union National Bank.

## COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.  
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.  
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-  
504. John A. Allison, Register. A. N. Wyman, Treas.  
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.  
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.  
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.  
5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.  
5s Photograph. Series of 1875, Number B 8058120.  
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.  
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.  
10s Portrait of Webster. Series of 1875. Letter C.  
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862.  
A, B, C.  
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.  
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Ex-  
ecuted with pen and ink.)  
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.  
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.  
50s Portrait of Clay, act March 3, 1863. Series 1869. B.  
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.  
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.  
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.  
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.  
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.  
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter  
B. D.

## OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than  
A, B, C, D:

5s National Bank of the Republic, Boston, Mass.  
Charter number 379; Check letters E, F, G, H.  
5s Manufacturers' National Bank, Amsterdam, N. Y.  
Charter number 2279; Check letters E, F, G, H.  
5s Lycoming National Bank, Williamsport, Pa.  
Charter number 2227; Check letters E, F, G, H.  
10s } First National Bank, Hoboken, N. J.  
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B  
20s Merchants' National Bank, New Bedford, Mass.  
Charter number 799; Check letters B, C, D, E,

## NEW ISSUE OF U. S. TREASURY NOTES

## NOT COUNTERFEITED.

1s In centre is portrait of George Washington.  
2s Portrait of Thomas Jefferson.  
5s Portrait of Andrew Jackson.\*  
10s Portrait of Daniel Webster.\*  
20s Portrait of Alex. Hamilton.  
50s Portrait of Benjamin Franklin.  
100s Portrait of Abraham Lincoln.  
500s Vignette representing Victory divested of her armor.  
1000s Portrait of DeWitt Clinton, ex-Governor of New York State  
\* Only notes of the new issue counterfeited.



[Continued from page 42.]

|   |       |
|---|-------|
| South Chicago and Western Indiana: South Chicago Junction to Irondale, Cook Co. | 6.10  |
| Springfield, Effingham and Southeastern (N. G.) Effingham to Indiana Line       | 53.50 |
| St. Louis Coal: Carbondale to C. and St. L. R. R.                               | 9.40  |

INDIANA.

|   |       |
|---|-------|
| Indianapolis, Decatur and Springfield: Tyronet to Montclair                       | 10.00 |
| Indianapolis, Delphi and Chicago: Rensselaer, North                               | 8.00  |
| Indianapolis, Delphi and Chicago: Dyer, South to Lowell                           | 15.00 |
| Lake Erie, Evansville and Southwestern: Booneville Northeast to Gentryville       | 16.00 |
| Northwestern Grand Trunk: Completed near Valparaiso                               | 15.00 |
| Springfield, Effingham and Southeastern (N. G.): near Switz City to Illinois line | 25.00 |
| Toledo, Delphos and Burlington: Warren to Kokomo                                  | 40.00 |
| Vernon, Greensburg and Rushville: Greensburg to Brewersburg                       | 32.00 |

IOWA.

|  |       |
|--|-------|
| Burlington and Northwestern: Easter to Washington                        | 6.00  |
| Cedar Rapids, Iowa Falls and N. W. (B. C. R. and N.): Holland to Clarion | 55.00 |
| Chicago, Milwaukee and St. Paul: Fayette to Fort Atkinson                | 18.00 |
| Chicago, Burlington and Quincy: Albia to Moravia                         | 11.38 |
| Chicago, Burlington and Quincy: Hastings to Carson                       | 10.06 |
| Chicago, Burlington and Quincy: Mount Air to Grant City                  | 22.27 |
| Chicago, Burlington and Quincy: Bethany Junction to Bethany              | 33.23 |
| Chicago, Rock Island and Pacific: Guthrie Junction to Guthrie Centre     | 13.70 |
| Chicago, Rock Island and Pacific: Atlantic to Lewis                      | 6.00  |
| Chicago, Rock Island and Pacific: Mount Zion to Keosauqua                | 4.50  |
| Chicago, Rock Island and Pacific: Avoca to Carson                        | 17.75 |
| Chicago and Northwestern: Garwin to Webster                              | 72.50 |
| Dubuque and Dakota: Waverly to Sumner                                    | 23.00 |
| Iowa City and Western (B. C. R. & N.): Thornburg to Montezuma            | 16.00 |
| Keokuk & Northwestern: Keokuk to Salem                                   | 37.00 |
| Minneapolis & St. Louis: Forrest City to Livermore                       | 40.00 |
| Minneapolis and St. Louis: Fort Dodge to Coal Fields                     | 8.00  |
| Missouri, Iowa and Nebraska: Corydon to Van Wert                         | 25.00 |
| Missouri, Iowa and Nebraska: Centerville to Albia                        | 26.00 |

KANSAS.

|  |       |
|--|-------|
| Atchison, Topeka and Santa Fe—Cowley, Sumner and Fort Smith: State Creek to Caldwell | 22.00 |
| Manhattan, Alma and Burlingame: Burlingame to Manhattan                              | 53.50 |
| Wellington and Western: Wellington Junction to Chicaskia River                       | 14.00 |
| Fort Scott Southeastern and Memphis: Arcadia to Missouri line                        | 12.00 |
| Kansas Central (N. G.): Butler to Garrison   | 21.00 |
| Memphis, Kansas and Colorado (N. G.): Parsons to Cherryvale                          | 18.00 |
| Missouri Pacific: Ossawatimite to Ottawa   | 21.00 |
| Rich Hill: Kansas City, Fort Scott and Gulf Junction to Kansas line                  | 7.00  |
| Southern Kansas and Western: Near Grand View to Harper City                          | 86.00 |
| St. Louis and San Francisco: Three miles east of Severy to Wichita                   | 69.00 |
| Sumner County: Wellington to Harnwell  | 18.00 |

KENTUCKY.

|  |       |
|--|-------|
| Cumberland and Ohio, Northern division: Shelbyville to Taylorville | 17.00 |
|--|-------|

LOUISIANA.

|   |       |
|---|-------|
| Louisiana Western: Orange, Texas, to Lake Charles           | 70.20 |
| Morgans, Louisiana and Texas: Vermillionville to Washington | 27.00 |

MAINE.

|  |      |
|--|------|
| Old Orchard Beach: Old Orchard Beach to Mouth Saco River | 8.00 |
|--|------|

MARYLAND.

|  |       |
|--|-------|
| George's Creek and Cumberland: Pennsylvania R. R. Junction to Lonaconing, including 4.39 of branches | 24.11 |
| Shenandoah Valley: Hagarstown to Shepherdstown   | 17.00 |

MASSACHUSETTS.

|  |       |
|--|-------|
| Massachusetts Central: Hudson to Stony Brook                         | 15.00 |
| Nantucket Beach: Nantucket to Point A-ler-ton                        | 3.10  |
| New Haven and Northampton: Williamsburg to Troy and Greenfield R. R. | 10.76 |
| New Haven and Northampton: Northampton to Williamsburg               | 7.51  |
| New Haven and Northampton: South Deerfield to Turner's Falls         | 10.07 |

MICHIGAN.

|  |       |
|--|-------|
| Chicago and Northwestern: Menominee River, Quinnesec to State line                             | 10.25 |
| Detroit, Butler and St. Louis: Detroit to Adrian   | 57.00 |
| Detroit, Lansing and Northern: Blanchard to Big Rapids   | 26.00 |
| Detroit, Mackinaw and Marquette: Marquette South and St. Ignace, North to Carp Lake            | 65.00 |
| Elliott and Pere Marquette: Saginaw and Clare County, Harrison Junction to Harrison, Clare Co. | 15.00 |
| Grand Trunk, Michigan Air Line: Rochester to Pontiac   | 10.00 |
| Port Huron and Northwestern (N. G.): Creswell to Sand Beach                                    | 44.00 |
| Port Huron and Northwestern (N. G.): Balmer to Marlette  | 33.50 |
| Tawas and Bay County: Tawas City, Westward   | 24.00 |
| Toledo, Ann Arbor and Grand Trunk: South Lyon, Southward                                       | 4.00  |

MINNESOTA.

|   |       |
|---|-------|
| Chicago, Milwaukee and St. Paul: St. Paul to Minneapolis  | 8.30  |
| Chicago, Milwaukee and St. Paul: Benton toward Minneapolis  | 20.00 |
| St. Paul & Duluth: Knife Falls extension  | 1.00  |
| St. Paul, Minneapolis and Manitoba: Barnesville to Moorhead   | 22.25 |
| St. Paul, Minneapolis and Manitoba: Morris to Brown's Valley  | 47.75 |
| Taylor's Falls and Lake Superior, operated by Minn. and St. L. and St. Paul and Duluth: Wyoming to Taylor's Falls | 20.30 |

MISSOURI.

|   |       |
|---|-------|
| Fort Scott, S. Eastern and Memphis: Kansas line to 2 miles E. of Golden City  | 26.00 |
| Missouri Pacific (L. & S. and South R. R.): Harrisonville S. to Nevada, 58 miles, Harrisonville N. to Pleasant Hill, 10 miles | 68.00 |
| Osage Valley and Southern Kan.: Tipton to Versailles  | 18.00 |
| Quincy, Missouri and Pacific: Novinger to Milan   | 27.25 |
| Rich Hill: Kan. line to Carbon Centre, 24 miles, Spears to Coal Banks 3½ miles  | 27.50 |
| Sedalia, Warsaw and Southern (N. G.): Sedalia to Warsaw   | 42.00 |
| St. Louis, Salem and Little Rock, Branches: Riverside Mine 7 miles, Stinson 4 miles, Sligo 4 miles                            | 15.00 |
| St. Louis and San Francisco: Plymouth to Ark. line  | 34.00 |

MONTANA TER.

|   |       |
|---|-------|
| Utah Northern (Union Pacific): S. line of Montana to Dillon | 65.50 |
|---|-------|

NEBRASKA.

|  |  |
|--|--|
| Atchison and Nebraska: Garrison to Co- |  |
|--|--|

|   |       |
|---|-------|
| lumbus  | 24.00 |
| Burlington and Missouri River in Nebraska: Bloomington to Indianola       | 78.60 |
| (Republican Valley R. R.): Amboy to Endicott and Beatrice to Blue Springs | 90.00 |
| Aurora to Central City  | 19.20 |
| Chicago, St. Paul, Minneapolis and Omaha: Coburn Junction to Oakland      | 53.00 |
| Sionx City and Pacific: Oakdale N. 25.00                                  | 44.00 |
| " " Pierce City   | 19.00 |
| to Plainview  | 21.90 |
| Union Pacific: } Grand Island to St. Paul                                 | 20.30 |
| Omaha & Re- } Valparaiso and Lincoln                                      | 34.40 |
| publican Val. } Hills, Lost Creek and Albion                              |       |

NEVADA.

|   |       |
|---|-------|
| Carson & Colorado (N. G.): From Mound House | 20.00 |
| Nevada Central (N. G.): Completed to Austin | 40.00 |

NEW JERSEY.

|  |       |
|--|-------|
| Central of New Jersey: Sea Girt to Point Pleasant                    | 2.50  |
| Pleasantville and Ocean City (N. G.): Pleasantville and Somers Point | 7.40  |
| Warwick Valley Extension: completed                                  | 12.00 |
| West Jersey and Atlantic: Newfield and Atlantic City                 | 35.00 |

NEW MEXICO.

|   |        |
|---|--------|
| Atlantic and Pacific: Ileta Junction, with A. T. & S. F. Ry. W. | 52.00  |
| Atchison, Topeka and Santa Fe: Glorieta South                   | 266.65 |
| Atchison, Topeka and Santa Fe: Galisteo Junction to Santa Fe    | 18.00  |
| Denver and Rio Grande (N. G.): Colorado line to Santa Cruz      | 88.00  |
| Southern Pacific: Arizona line, East                            | 95.00  |

NEW YORK.

|   |       |
|---|-------|
| New York and Long Beach: Pearsalls to Long Beach  | 6.09  |
| New York and New England: Conn. line to Brewsters | 5.00  |
| Tonawanda Valley (N. G.): Attica to Carriers      | 19.00 |
| Warwick Valley: Warwick to McAfee                 | 11.34 |

NORTH CAROLINA.

|   |       |
|---|-------|
| Cheraw & Salisbury: State line to Wadsworth | 15.00 |
| Chester & Lenoir (N. G.): Dallas to Lincoln | 14.00 |
| Western N. Carolina: extended to Asheville  | 12.00 |

OHIO.

|  |             |
|--|-------------|
| Cincinnati, Northern (N. G.): Norwood to Lebanon                         | 22.50       |
| Cleveland, Tuscarawas Valley and Wheeling: Uhrichsville to West Wheeling | 57.00       |
| Columbus & Hocking Valley (Munday Creek Branch) Greendale to Oreville    | 6.00        |
| Connoton Northern (N. G.): Canton North to Hartsville                    | 12.00       |
| Connoton Valley (N. G.): to Canton                                       | 17.00       |
| Dayton and Southeastern (N. G.): to Coaltion                             | 16.50       |
| Lake Erie & Western: Fremont to Sandusky                                 | 24.00       |
| Mount Gilead: to Gilead  | 4.00        |
| McComb, Deshler & Toledo: Deshler to McComb                              | 10.00       |
| Ohio Central: Columbus to Corning and Bush's to Toledo                   | 215.00      |
| Ohio & West Virginia: Logan to Pomeroy                                   | 83.00       |
| Toledo, Delphos and Burlington (N. G.): in Toledo                        | 3.00        |
| Toledo, Delphos & Burlington (N. G.): Waterville to Holgate              | 23.00       |
| Toledo, Delphos & Burlington (N. G.): Mercer South                       | 11.00 42.00 |
| Toledo, Delphos & Burlington (N. G.): Covington to Versailles            | 10.00       |
| Toledo, Delphos & Burlington (N. G.): Dayton north                       | 6.00 16.00  |

OREGON.

|   |       |
|---|-------|
| Albany & Lebanon (Oregon & California R. R.): Albany Junction to Lebanon    | 11.50 |
| Northern Pacific: Astoria East  | 50.00 |
| Oregonian (N. G.): Smithfield to Dallas and Willamette River to Brownsville | 78.00 |
| Oregon Railway & Navigation: Dallas to Walula                               | 67.00 |

| PENNSYLVANIA.   |       |
|---|-------|
| Baltimore & Cumberland Valley: Edgemont to Waynesboro                               | 7.50  |
| Bell's Gap (N. G.): Lloydsville Northwest to Coalport                               | 12.00 |
| Bradford, Bordell & Kinross: Bradford to Simpson                                    | 15.00 |
| Bradford, Bordell & Kinross: Kinross Junction to Bordell                            | 2.00  |
| Bradford, Bordell & Smithport: Simpson to Smithport                                 | 11.50 |
| Long Valley: Lamoka North to Coal Miles   | 7.00  |
| Montour: Ewing's mills to Jeffreystown  | 9.00  |
| Pennsylvania (Lewisburg & Tyrone branch): Haman's mill East to Pennsylvania furnace | 14.00 |
| Pittsburgh, Titusville & Buffalo: Oil City to Petroleum Centre                      | 9.00  |
| Pittsburgh, Virginia & Charleston: Monongahela to California                        | 19.00 |
| Pittsburgh & Western: Felienople to Warfem-burgh                                    | 12.00 |
| Somerset & Cambria (Baltimore & Ohio R. R.): Somerset to Johnstown                  | 37.00 |
| Titusville & Oil City: Titusville to Pioneer  | 8.50  |
| West Jersey & Atlantic: Norfield to Atlantic City                                   | 34.47 |
| Wilmington & Northern: Springfield to St. Peters                                    | 6.00  |
| Rockland Branch   | 1.00  |

## RHODE ISLAND.

|                                    |      |
|------------------------------------|------|
| Pawtucket Valley: Lippel to Auburn | 7.00 |
|------------------------------------|------|

## SOUTH CAROLINA.

|  |       |
|--|-------|
| Barnwell & Blackville: to Blackville                 | 13.00 |
| Cheraw & Salisbury: Cheraw to State line             | 10.00 |
| Cheraw & Chester (N. G.): Catawba River to Lancaster | 8.00  |

## TENNESSEE.

|  |       |
|--|-------|
| Oakdale & Cumberland Mountain (N. G.): Oakdale Iron Works to Cincinnati Southern at Huntsville | 8.00  |
| Nashville, Chattanooga & St. Louis: MacMinnville Northeast                                     | 5.00  |
| Nashville & Florence: Columbia to Mount Pleasant   | 11.00 |

## TEXAS.

|  |        |
|--|--------|
| Corpus Christi, San Diego and Rio Grande (N. G.): San Diego South  | 5.00   |
| Dallas and Wichita: between Louisville and Sherman   | 20.00  |
| East Line and Red River (N. G.): Sulphur Springs to Greenville   | 30.50  |
| East Texas: Beaumont into P. & N. Island Bayou Galveston, Harrisburg and San Antonio: Columbus Northwest to Ellinger | 6.00   |
| Gulf, Colorado and Santa Fe: Five miles north of Sealey to five miles north of Rogers                                | 18.00  |
| Houston, East and West Texas (N. G.): Trinity River to Jones Prairie   | 115.00 |
| Houston and Texas Central: Whitney to Hico   | 15.00  |
| International and Great Northern: Austin to San Antonio  | 47.00  |
| Missouri, Kansas and Texas: Whitewright to Greenville  | 80.30  |
| Texas and Pacific: Fort Worth and Elmdale  | 31.00  |
| Texas and St. Louis: Sulphur Fork to Trinity   | 55.00  |
| Texas Trunk: Dallas Southeast  | 124.00 |
| Texas Trunk: Dallas Southeast  | 12.00  |

## UTAH.

|   |       |
|---|-------|
| Union Pacific (Summit Co. R. R.): Echo to Park City | 27.27 |
| Union Pacific Branch to Grass Creek Coal Mines      | 3.95  |
| Utah Southern Extension (N. G.): Deseret to Milford | 54.00 |

## VERMONT.

|   |       |
|---|-------|
| Brattleboro and Whitehall (N. G.): Brattleboro to South Londonderry | 36.00 |
|---|-------|

## VIRGINIA.

|  |          |
|--|----------|
| Charlottesville and Rapidan: Charlottesville to Orange, C. H.                    | 56.00    |
| Franklin and Pittsylvania (N. G.): Franklin Junction to Rocky Mount              | 37.00    |
| Richmond & Alleghany: Richmond W. to Columbia, 57; Williamson E. to Buchanan, 30 | 87.00    |
| Shenandoah Valley: Riverton South, 31; Waynesboro N. to Shenandoah Iron Works    | 36 67.00 |

## WASHINGTON TERRITORY.

|  |       |
|--|-------|
| Northern Pacific: Wallula to End of Track                  | 62.00 |
| Walla Walla & Columbia River: Walla Walla to Blue Mountain | 19.00 |

## WEST VIRGINIA.

|  |       |
|--|-------|
| Lexington & Big Sandy: Huntington to Kentucky Line | 16.00 |
| Shenandoah Valley: Shepherdstown North             | 10.00 |

## WISCONSIN.

|   |       |
|---|-------|
| Black River: Maryland, East   | 4.50  |
| Chicago, Milwaukee & St. Paul: Janesville to Beloit                 | 13.84 |
| Broadhead to Albany   | 7.15  |
| Chicago & Northwestern: Menominee River to Florence                 | 11.00 |
| Janesville to Afton   | 6.10  |
| (Madison & Milwaukee): Madison West to Verona                       | 9.45  |
| Chicago, St. Paul, Minneapolis & Omaha: Menominee to Menominee City | 4.75  |
| In Eau Claire   | 2.75  |
| (North Wisconsin R. R.): 6 miles north of Granite Lake to Cable     | 54.00 |
| Chicago & Tomah (C. & N. W. Ry.): Completed to Conley               | 9.00  |
| Fond du Lac, Amboy & Peoria (N. G.): Extended North                 | 1.00  |
| Milwaukee, Lake Shore & Western: Oshkosh branch completed           | 11.60 |
| 1 mile North of Tigerton to Wausau                                  | 34.10 |
| Eland Junction to Aniwa   | 11.10 |
| Wisconsin Central: Menasha Junction to Appleton                     | 2.50  |
| (Wisconsin & Minnesota): Abbottsford to Chippewa Falls              | 54.00 |

We summarize the foregoing detailed statement, by States, as follows:

## RECAPITULATION.

| States.              | No. | Lines. | Mileage. |
|----------------------|-----|--------|----------|
| Arkansas             | 4   |        | 70.00    |
| Alabama              | 1   |        | 20.00    |
| Arizona              | 1   |        | 200.00   |
| California           | 1   |        | 3.00     |
| Colorado             | 13  |        | 401.50   |
| Connecticut          | 1   |        | 35.70    |
| Dakota               | 13  |        | 680.85   |
| Delaware             | 1   |        | 1.00     |
| Florida              | 2   |        | 35.00    |
| Georgia              | 5   |        | 56.50    |
| Illinois             | 12  |        | 342.06   |
| Indiana              | 8   |        | 161.00   |
| Iowa                 | 19  |        | 445.39   |
| Kansas               | 10  |        | 343.50   |
| Kentucky             | 1   |        | 17.00    |
| Louisiana            | 2   |        | 97.20    |
| Maine                | 1   |        | 3.00     |
| Maryland             | 2   |        | 41.11    |
| Massachusetts        | 5   |        | 46.44    |
| Michigan             | 10  |        | 298.75   |
| Minnesota            | 6   |        | 119.60   |
| Missouri             | 8   |        | 257.75   |
| Montana Territory    | 1   |        | 65.50    |
| Nebraska             | 10  |        | 385.40   |
| Nevada               | 2   |        | 60.00    |
| New Jersey           | 4   |        | 56.90    |
| New Mexico           | 5   |        | 519.65   |
| New York             | 3   |        | 41.34    |
| North Carolina       | 3   |        | 42.00    |
| Ohio                 | 13  |        | 525.00   |
| Oregon               | 4   |        | 206.50   |
| Pennsylvania         | 16  |        | 205.72   |
| Rhode Island         | 1   |        | 7.00     |
| South Carolina       | 3   |        | 31.00    |
| Tennessee            | 3   |        | 24.00    |
| Texas                | 13  |        | 658.80   |
| Utah                 | 3   |        | 85.22    |
| Vermont              | 1   |        | 36.00    |
| Virginia             | 4   |        | 247.00   |
| Washington Territory | 2   |        | 81.00    |
| West Virginia        | 3   |        | 26.00    |
| Wisconsin            | 15  |        | 235.84   |
| Totals               | 234 |        | 7,207.31 |

To compare the progress made from year to year, we append the figures of Poor's Manual, showing the mileage from 1871 to 1879, adding our own figures for 1880, and repeating that these figures are still incomplete, and will be supplemented by later returns:

## RECAPITULATION FOR TEN YEARS.

| Years. | Mileage added. | Total in U. S. |
|--------|----------------|----------------|
| 1871   | 7,379          | 60,283         |
| 1872   | 5,878          | 66,171         |
| 1873   | 3,107          | 70,278         |
| 1874   | 2,105          | 72,383         |
| 1875   | 1,712          | 74,096         |
| 1876   | 2,712          | 76,808         |
| 1877   | 2,281          | 79,089         |
| 1878   | 2,687          | 81,776         |
| 1879   | 4,721          | 86,497         |
| 1880   | 7,207          | 93,704         |

## Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 11.

|                            | W.5. | Th.6. | F.7. | Sa.8. | M.10. | Tu.11. |
|----------------------------|------|-------|------|-------|-------|--------|
| Allegheny Val. 73-10s      |      |       |      |       |       |        |
| 7s, Income                 | 38   |       | 66   |       |       |        |
| Jamden & Am. 6s, 1883      |      |       |      |       |       |        |
| 6s, 1880                   |      |       |      |       |       |        |
| Mort. 6s, 1880             | 115  |       |      |       |       |        |
| Jamden and Atlantic        |      |       |      |       |       |        |
| Preferred                  |      |       |      |       |       |        |
| 1st mortgage               |      |       |      |       |       |        |
| 2d mortgage                |      |       |      |       |       |        |
| Catawissa                  | 12   |       | 12   |       |       |        |
| Preferred                  |      |       | 60   |       |       |        |
| 7s, new                    |      |       |      |       |       |        |
| Del. & Bound Brook         |      |       |      |       |       |        |
| 7s                         |      |       |      |       |       |        |
| Wm. & Williamsport         |      |       |      |       |       |        |
| Preferred                  |      |       |      |       |       |        |
| Cent. & B. Top Mt          | 8    |       | 12   |       |       |        |
| Preferred                  |      |       |      |       |       |        |
| 2d mortgage                |      |       |      |       |       |        |
| Lehigh Navigation          | 37   | 33    | 39   | 38    | 46    | 40     |
| 6s, 1884                   | 103  |       |      |       | 108   |        |
| Gold Loan                  |      |       |      |       |       |        |
| Railroad Loan              |      |       |      |       |       |        |
| Conv. Gold Loan            |      |       |      |       |       |        |
| Consol. Mort. 7s           | 115  |       | 115  |       | 116   | 116    |
| Lehigh Valley              | 57   | 57    | 58   | 58    | 59    | 59     |
| 1st mort. 6s, coupon       |      |       |      |       |       |        |
| 1st mort. 6s, reg.         |      |       |      |       |       |        |
| 2d mort. 6s                |      |       |      |       |       |        |
| Consol. mort. 6s           |      |       |      |       | 117   | 117    |
| Consol. mort. 6s, reg.     |      |       |      |       |       |        |
| Little Schuylkill          | 52   | 52    |      |       | 52    |        |
| Minchilli & Sch. Haven     |      |       |      |       |       |        |
| North Pennsylvania         | 56   | 56    | 56   | 56    | 56    | 57     |
| 1st mortgage 6s            |      |       |      |       |       |        |
| 2d mortgage 7s             |      |       |      |       | 124   |        |
| Gen'l mort. 7s, coup.      |      |       |      |       |       |        |
| Gen'l mort. 7s, reg.       |      |       |      |       |       |        |
| Northern Central           | 45   | 44    | 44   | 44    | 44    | 44     |
| 6s                         |      |       |      |       | 99    | 98     |
| Northern Pacific           | 34   | 34    | 34   | 34    | 34    | 38     |
| Preferred                  | 66   | 66    | 66   | 66    | 66    | 66     |
| Pennsylvania R. R.         | 66   | 66    | 66   | 66    | 66    | 66     |
| 1st mortgage               |      |       |      |       |       |        |
| Gen'l mortgage             | 124  |       |      |       |       |        |
| Gen'l mort. reg.           |      |       |      |       |       |        |
| Consol. mort. 6s           |      |       |      |       | 117   |        |
| Consol. mort. 6s, reg.     |      |       |      |       |       |        |
| Penn. State 6s, 2d series  |      |       |      |       |       |        |
| do. 3d series              |      |       |      |       | 105   |        |
| do. 5s, new                |      |       |      |       | 115   |        |
| do. 4s                     |      |       |      |       |       |        |
| Phila. and Reading         | 27   | 28    | 28   | 28    | 29    | 29     |
| 1st Mortgage 6s            |      |       |      |       |       |        |
| 7s, of 1893                |      |       |      |       | 121   |        |
| 7s, new convertible        |      |       |      |       |       |        |
| Consol. mortgage 7s        | 125  |       |      |       |       |        |
| Consol. mortgage reg       | 125  |       |      |       | 120   | 125    |
| Gen'l mortgage 6s          | 91   | 91    | 91   | 91    | 91    | 91     |
| Philadelphia and Erie      | 20   | 20    | 20   | 20    | 20    |        |
| 1st mortgage, 6s           | 101  |       |      |       | 101   |        |
| 2d mortgage, 7s            | 117  | 117   | 101  |       |       |        |
| Pittsb., Cin. & St. L. 7s  | 122  |       |      |       | 123   |        |
| Pittsb., Titusv. & Rud. 18 | 18   | 19    | 19   | 19    | 19    | 19     |
| 7s                         |      | 97    | 98   | 97    |       |        |
| Schuylkill Navigation      |      |       | 97   |       |       |        |
| Preferred                  | 10   |       | 10   | 10    | 11    | 11     |
| 6s, 1872                   |      |       |      |       |       |        |
| 6s, 1882                   |      |       |      |       | 77    |        |
| United Co. of N. Jersey    | 180  | 180   |      |       | 180   | 181    |
| Hestonville, (Horse)       |      |       |      |       | 16    |        |
| Chestnut & Wal (do)        |      |       |      |       |       |        |
| Green and Coates (do)      |      |       |      |       |       |        |

## Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 11.

|                         | W.5. | Th.6. | F.7. | Sa.8. | M.10. | Tu.11. |
|-------------------------|------|-------|------|-------|-------|--------|
| Baltimore and Ohio      | 153  | 153   | 153  |       |       |        |
| 6s, 1880                |      |       |      |       |       |        |
| 6s, 1885                |      |       |      |       |       |        |
| Central Ohio (\$50)     |      |       |      |       | 49    |        |
| 1st mortgage            |      |       |      |       | 114   | 113    |
| Marietta & Cincinnati   |      |       |      |       |       |        |
| 1st mortgage, 7s        |      |       |      |       | 122   | 122    |
| 2d mortgage, 7s         | 91   | 91    | 93   | 93    | 93    | 91     |
| 3d mortgage, 8s         | 48   | 48    | 49   | 50    | 50    | 50     |
| Northern Central (\$50) |      |       |      |       | 44    | 44     |
| 2d mortgage, 6s 1885    |      |       |      |       |       | 107    |
| 3d mortgage, 6s, 1900   |      |       |      |       |       |        |
| 6s, 1900, Gold          |      |       |      |       | 113   |        |
| 6s, 1904, gold          | 112  |       |      |       | 111   | 111    |
| Orange and Alex. 1st    |      |       |      |       |       |        |
| 2d mortgage, 6s         |      |       |      |       |       |        |
| 3d mortgage, 8s         |      |       |      |       |       |        |
| 4th mortgage, 8s        | 59   |       |      |       |       |        |
| O. Alex. & Manassas 7s  | 97   |       | 98   |       | 99    | 99     |
| Pittsb. & Connellav. 7s |      |       |      |       |       |        |
| Virginia 6s, Consol     | 73   | 71    | 72   | 72    | 73    | 73     |
| Consol. Coupons         | 50   | 50    | 50   | 50    | 50    | 50     |
| 10-40 bonds             | 49   | 49    | 48   | 48    | 48    | 48     |
| Deferred Certificates   |      |       |      |       | 15    |        |
| Western Maryland        |      |       |      |       | 10    |        |
| 1st M., end. by Balt.   |      |       |      |       |       |        |
| 2d M. do.               |      |       |      |       |       |        |
| 3d M. do.               |      |       |      |       |       |        |
| 1st M., unendorsed      |      |       |      |       |       |        |
| 2d M., end. Wash. Co.   |      |       |      |       |       |        |
| 2d M., preferred        | 106  |       | 107  |       |       |        |
| City Passenger R. R.    |      |       |      |       |       |        |



## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 12.

|                                | Th. 6 | F. 7 | Sat. 8 | M. 10 | Tu. 11 | W. 12 |
|--------------------------------|-------|------|--------|-------|--------|-------|
| Adams Express.....             | 123   |      |        |       |        |       |
| Albany and Susq.....           | 121   |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| American Express.....          | 115   |      |        |       |        |       |
| Atlantic & Pacific Tel. 35     | 62    | 63   | 63     | 63    | 64     |       |
| Burl., C. R. & Nor.....        | 36    | 38   | 39     | 40    | 45     |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Canada Southern.....           | 90    | 100  | 100    | 100   | 101    |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Central of N. Jersey.....      | 102   | 102  | 103    | 103   | 102    |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Consolidated 1890.....         | 121   |      |        |       |        |       |
| 7s, consolidated, ass.....     |       |      |        |       |        |       |
| 7s, convertible, ass.....      |       |      |        |       |        |       |
| 7s, Income.....                | 104   | 104  | 103    | 103   |        |       |
| Adjustment.....                | 99    |      |        |       |        |       |
| Central Pacific.....           | 91    | 95   | 95     | 96    | 96     |       |
| 6s, gold.....                  |       |      |        |       |        |       |
| 1st M. (San Joaquin).....      |       |      |        |       |        |       |
| 1st M. (Cal. and Or.).....     |       |      |        |       |        |       |
| Land grant 6s.....             |       |      |        |       |        |       |
| Chesapeake and Ohio.....       | 23    | 23   | 23     | 23    | 23     |       |
| Chicago and Alton.....         | 153   | 153  | 155    | 153   | 152    |       |
| Preferred.....                 |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Sinking Fund.....              |       |      |        |       |        |       |
| Chic., Burl. & Quincy 181      | 181   | 180  | 179    | 175   | 176    |       |
| 7s, Consol. 1903.....          |       |      |        |       |        |       |
| Ohio, Mil. and St. Paul 110    | 111   | 112  | 113    | 114   | 114    |       |
| Preferred.....                 |       |      |        |       |        |       |
| 1st mortgage, 8s.....          |       |      |        |       |        |       |
| 2d mortgage, 7 3-10s.....      |       |      |        |       |        |       |
| 7s, gold.....                  |       |      |        |       |        |       |
| 1st M. (La Crosse div. 123     | 121   |      |        |       |        |       |
| 1st M. (I. and M. div.).....   | 123   |      |        |       |        |       |
| 1st M. (I. and D. ext.).....   | 120   | 120  |        |       |        |       |
| 1st M. (H. & D. div.).....     | 118   |      |        |       |        |       |
| 1st M. (C. & M. div.).....     | 117   |      |        |       |        |       |
| Consolidated S. F. 124         | 124   | 124  | 124    | 124   | 124    |       |
| Gen. & Northwestern 125        | 125   | 126  | 127    | 127   | 126    |       |
| Preferred.....                 |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Sinking Fund 6s.....           | 109   |      |        |       |        |       |
| Consolidated 7s.....           |       |      |        |       |        |       |
| Consol. Gold bonds.....        | 127   |      |        |       |        |       |
| Do. reg.....                   | 126   | 126  | 126    |       |        |       |
| Chic., Rock Isl. & Pac 186     | 187   | 187  | 186    | 187   | 187    |       |
| 6s, 1917, c.....               | 125   |      |        |       |        |       |
| Chic., Col. & Ind. 95          | 97    | 97   | 97     | 97    | 97     |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Chic. & Pittsburg guar 133     |       | 133  | 133    |       |        |       |
| 7s, Consolidated.....          |       |      |        |       |        |       |
| 4th mortgage.....              |       |      |        |       |        |       |
| Col., Chic. & Ind. Cent 21     | 22    | 21   | 21     | 22    | 21     |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| Col. & Hudson Canal. 9         | 95    | 96   | 96     | 96    | 95     |       |
| Reg. 7s, 1891.....             |       |      |        |       |        |       |
| Reg. 7s, 1884.....             |       |      |        |       |        |       |
| 7s, 1894.....                  | 111   | 112  | 113    | 112   | 110    |       |
| Col., Lack. & Western 109      |       |      |        |       |        |       |
| 2d mortgage 7s.....            |       |      |        |       |        |       |
| 7s, Consol. 1907.....          |       |      |        |       |        |       |
| Erie Railway.....              |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mort. 6s, ext.....          |       |      |        |       |        |       |
| 3d mortgage.....               |       |      |        |       |        |       |
| 4th mort. 6s, ext.....         |       |      |        |       |        |       |
| 5th mortgage.....              |       |      |        |       |        |       |
| 7s, Consol. gold.....          | 130   | 130  |        |       |        |       |
| Great Western 1st mort.....    |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| Hannibal & St. Joseph 47       | 49    | 51   | 52     | 53    | 50     |       |
| Preferred.....                 |       |      |        |       |        |       |
| 7s, Convertible.....           | 111   | 112  |        |       |        |       |
| Houston & Tex. Cent.....       | 71    | 72   |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Illinois Central.....          | 125   | 126  | 126    | 126   | 126    |       |
| Lake Shore & Mich. So. 131     | 131   | 132  | 133    | 132   | 131    |       |
| Consol. 7s.....                |       |      |        |       |        |       |
| Consol. 7s, reg.....           |       |      |        |       |        |       |
| 2d Consolidated.....           | 125   | 124  |        |       |        |       |
| Leh. & W.B. 7s, Con.....       |       |      |        |       |        |       |
| Long Dock bonds.....           |       |      |        |       |        |       |
| Louisville & Nashville.....    | 92    | 92   | 92     | 92    | 90     |       |
| 7s Consolidated.....           |       |      |        |       |        |       |
| Manhattan.....                 | 34    | 35   | 36     | 36    | 35     |       |
| Metropolitan Elevated.....     | 108   | 109  | 110    | 109   | 109    |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Michigan Central.....          | 122   | 123  | 123    | 123   | 123    |       |
| 7s, 1902.....                  |       |      |        |       |        |       |
| 4. S. and N. I. 1st, S. F. 109 | 109   | 110  |        |       |        |       |
| Morris and Essex.....          | 121   | 121  | 122    | 122   | 121    |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| 7s of 1871.....                |       |      |        |       |        |       |
| 7s, Convertible.....           |       |      |        |       |        |       |
| 7s, Consolidated.....          |       |      |        |       |        |       |
| N. Y. Cent. & Hud. Riv 160     | 161   | 162  | 162    | 162   | 160    |       |
| 8s, Sinking fund, 1883.....    |       |      |        |       |        |       |
| 8s, Sinking fund, 1887.....    |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 1st mortgage, reg.....         |       |      |        |       |        |       |
| N. Y. Elevated.....            | 125   | 125  | 125    | 125   | 125    |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| N. York and Harlem.....        |       |      |        |       |        |       |
| Preferred.....                 |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 1st mortgage, reg.....         |       |      |        |       |        |       |

## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 12.

|                                | Th. 6 | F. 7 | Sat. 8 | M. 10 | Tu. 11 | W. 12 |
|--------------------------------|-------|------|--------|-------|--------|-------|
| N. Y., Lake Erie & W.....      | 49    | 49   | 50     | 51    | 50     |       |
| Preferred.....                 |       |      |        |       |        |       |
| 2d Consolidated.....           | 100   | 101  | 101    | 101   | 101    |       |
| New 2d 5s fund.....            |       |      |        |       |        |       |
| N. Y., N. Haven & Hart.....    | 180   |      |        |       |        |       |
| North Missouri 1st M.....      |       |      |        |       |        |       |
| Northern Pacific.....          | 34    | 34   | 34     | 33    | 33     |       |
| Preferred.....                 |       |      |        |       |        |       |
| Ohio and Mississippi.....      | 37    | 38   | 38     | 39    | 40     |       |
| Preferred.....                 |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| Consolidated 7s.....           |       |      |        |       |        |       |
| Consol. Sinking fund 118       |       |      |        |       |        |       |
| Pacific Mail S. S. Co. 49      | 50    | 50   | 50     | 53    | 51     |       |
| Pacific R. R. of Mo.....       |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| Panama.....                    | 219   | 220  |        |       |        |       |
| Philadelphia & Reading 56      | 56    | 57   | 58     | 59    | 62     |       |
| Pitts., Ft. W. & Chi. gtd..... |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| 3d mortgage.....               |       |      |        |       |        |       |
| Pullman Palace Car.....        | 143   | 141  | 140    |       | 143    |       |
| Quicksilver Mining Co. 13      |       | 14   | 15     |       | 15     |       |
| Preferred.....                 |       |      |        |       |        |       |
| St. Louis & San Fran.....      | 46    | 45   | 44     | 49    | 50     |       |
| Preferred.....                 |       |      |        |       |        |       |
| St. L. Preferred.....          | 98    | 98   | 99     | 100   | 100    |       |
| St. L., Alton and T. H. 40     | 42    | 42   |        |       |        |       |
| Preferred.....                 |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mort. preferred.....        |       |      |        |       |        |       |
| Income bonds.....              | 101   | 101  | 102    | 102   | 104    |       |
| St. L., Iron Mt. & S. A. 53    | 53    | 54   | 54     | 54    | 54     |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| Tol., P. & W. 1st E. D.....    |       |      |        |       |        |       |
| 1st mort. West. Div.....       |       |      |        |       |        |       |
| Union Pacific.....             | 110   | 111  | 113    | 113   | 112    |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| Land Grant 7s.....             | 115   |      |        |       |        |       |
| Sinking Fund 8s.....           | 122   |      |        |       |        |       |
| United States Express.....     | 51    |      |        |       |        |       |
| Wabash.....                    |       |      |        |       |        |       |
| 1st mortgage.....              |       |      |        |       |        |       |
| 2d mortgage.....               |       |      |        |       |        |       |
| 7s, Consolidated.....          |       |      |        |       |        |       |
| St. Louis Division.....        | 109   | 112  |        |       |        |       |
| Wabash, St. L. & Pac. 44       | 44    | 45   | 46     | 46    | 45     |       |
| Preferred.....                 |       |      |        |       |        |       |
| New Fort 7s.....               | 107   |      |        |       |        |       |
| Wells-Fargo Express.....       | 114   | 113  | 114    | 113   | 112    |       |
| Western Pacific bonds.....     |       |      |        |       |        |       |
| Western Union Tel.....         | 87    | 90   | 93     | 97    | 101    |       |
| 7s, S. F. conv., 1900.....     |       |      |        |       |        |       |

## Boston Stock Exchange.

Closing Prices for the week ending Jan. 12.

|                              | Th. 6 | F. 7 | Sat. 8 | M. 10 | Tu. 11 | W. 12 |
|------------------------------|-------|------|--------|-------|--------|-------|
| Atch., Top. and Sap. Fe. 160 | 150   | 150  | 148    | 144   | 146    |       |
| 1st mortgage.....            |       |      |        |       |        |       |
| 2d mortgage.....             |       |      |        |       |        |       |
| Land Grant 7s.....           | 119   |      |        |       | 119    |       |
| Boston and Albany.....       | 163   |      |        |       | 163    |       |
| 7s, reg.....                 |       |      |        |       |        |       |
| Boston and Lowell.....       | 114   |      |        |       |        |       |
| Boston and Maine.....        | 145   | 141  | 145    | 140   |        |       |
| Boston and Providence.....   | 164   |      |        |       |        |       |
| Boston, Hart. & Erie 7s 85   | 85    | 84   | 84     | 84    | 84     |       |
| Burl. & Mo. R. L. G. 7s 117  | 117   |      |        |       |        |       |
| Burl. & Mo. R. in Neb.....   |       |      |        |       |        |       |
| 6s, exempt.....              |       |      |        |       |        |       |
| Chic., Burl. and Quincy 181  | 181   | 180  | 179    | 177   | 176    |       |
| 7s.....                      | 123   |      |        |       |        |       |
| Chic., Sand. and Cleve.....  | 18    | 18   | 18     | 18    | 18     |       |
| Concord (850).....           |       |      |        |       |        |       |
| Connecticut River.....       | 158   |      |        |       |        |       |
| Eastern.....                 | 38    | 38   | 38     | 38    | 38     |       |
| New 4s Bonds.....            | 103   | 103  | 103    | 103   | 103    |       |
| Fitchburg.....               | 144   | 145  | 145    |       | 145    |       |
| Kan. C., Top. & West.....    |       |      |        |       |        |       |
| Michigan Central.....        | 123   |      |        |       |        |       |
| N. Y. & New England.....     | 51    | 52   | 52     | 53    | 53     |       |
| 7s.....                      | 114   | 116  |        |       |        |       |
| Northern, N. H.....          | 99    | 99   |        |       | 99     |       |
| Norwich & Worcester.....     |       |      |        |       |        |       |
| Ogden & Lake Cham.....       | 230   |      |        |       |        |       |
| Preferred.....               |       |      |        |       |        |       |
| Old Colony.....              | 175   | 174  | 175    |       |        |       |
| Ph. Wil. & Balt. (850).....  | 72    | 72   | 72     | 72    |        |       |
| Portland, Saco & Ports.....  |       |      |        |       |        |       |
| Pueblo & Ark. Val.....       |       |      |        |       |        |       |
| Pullman Palace Car.....      | 143   | 143  | 143    | 143   | 143    |       |
| Union Pacific.....           | 111   | 111  | 112    | 112   | 112    |       |
| 3s.....                      | 115   | 115  |        |       |        |       |
| Land Grant 7s.....           | 112   |      |        |       |        |       |
| Sinking Fund 8s.....         | 120   |      |        |       |        |       |
| Vermont and Canada.....      |       |      |        |       |        |       |
| Vermont and Mass.....        |       |      |        |       |        |       |
| Worcester and Wabash.....    |       |      |        |       |        |       |
| Cambridge (Horse).....       | 127   |      |        |       |        |       |
| Metropolitan (Horse).....    | 70    |      |        |       |        |       |
| Midland.....                 |       |      |        |       |        |       |
| Cal. & Rock Mining Co. 24    | 24    | 24   | 24     | 24    | 24     |       |

## New York Stock Exchange.

Closing Prices for the week ending Jan. 12.

Th. 6 F. 7 Sat. 8 M. 10 Tu. 11 W. 12

|                             | Th. 6 | F. 7 | Sat. 8 | M. 10 | Tu. 11 | W. 12 |
|-----------------------------|-------|------|--------|-------|--------|-------|
| FEDERAL STOCKS:             |       |      |        |       |        |       |
| U. S. 4s, 1907, reg.....    | 112   | 112  |        |       |        |       |
| U. S. 4s, 1907, coup.....   | 112   |      |        |       |        |       |
| U. S. 4s, 1891, reg.....    | 112   | 112  |        |       |        |       |
| U. S. 4s, 1891, coup.....   | 112   |      |        |       |        |       |
| U. S. 5s, 1891, reg.....    | 101   | 101  |        |       |        |       |
| U. S. 5s, 1891, coup.....   | 101   |      |        |       |        |       |
| U. S. 6s, 1891, reg.....    | 101   | 101  |        |       |        |       |
| U. S. 6s, 1891, coup.....   | 101   |      |        |       |        |       |
| U. S. 6s, 1880, reg.....    |       |      |        |       |        |       |
| U. S. 6s, 1880, coup.....   |       |      |        |       |        |       |
| Dt. of Col. 3-6s, reg.....  | 104   |      |        |       |        |       |
| Dt. of Col. 3-6s, coup..... | 104   | 104  |        |       |        |       |

## London Stock Exchange.

Closing Prices.

|  |         |       |       |
|--|---------|-------|-------|
|  | Dec. 17 | D. 18 | D. 19 |
| Baltimore and Ohio (sterling).....           | 117     | 119   | 117   |
| Central of New Jersey \$100 shares.....      | 78      | 82    | 78    |
| Do. Cons. Mort. Oct. '79 coupon.....         | 114     | 115   | 117   |
| Do. Adjustment bonds.....                    | 112     | 114   | 112   |
| Do. Income bonds.....                        | 96      | 100   | 96    |
| Del., Gd. Haven & Mil. Equip. bds. 111       | 113     | 113   | 115   |
| Do. Con. M. 5 p.c. till '84 after 5 p.c. 108 | 110     | 109   | 111   |
| Illinois Central \$100 shares.....           | 124     | 125   | 124   |
| Lehigh Valley Consol. mortgage.....          | 110     | 115   | 112   |
| N. Y. Cent. & Hud. Riv. Mt. bonds 135        | 135     | 135   | 135   |
| Do. \$100 shares.....                        | 149     | 151   | 150   |
| Do. Mort. bonds (sterling).....              | 124     | 124   | 124   |
| N. Y., Lake Erie & West., \$100 shs.....     | 48      | 49    | 50    |
| Do. 5 p.c. pref. \$100 shares.....           | 81      | 83    | 84    |
| Do. 1st Con. Mort. Bonds (Erie).....         | 130     | 132   | 131   |
| Mort. Funded Coupon bonds.....               | 122     | 130   | 131   |
| Do. do. 2d do.....                           | 102     | 101   | 102   |
| Do. 2d Consol. Mort. bonds.....              | 97      | 99    | 97    |
| Do. Gold Income Bonds.....                   | 84      | 90    | 85    |
| N. Y., Penn. & Ohio 1st mor. bds.....        | 68      | 69    | 62    |
| Do. Prior Lien Bonds (sterling).....         | 104     | 108   | 107   |
| Pennsylvania, \$50 shares.....               | 74      | 75    | 64    |
| Do. Con. Sink. Fund Mort.....                | 118     | 120   | 115   |
| Philadelphia & Reading \$50 shares. 26       | 27      | 27    | 28    |
| General Consol. Mortgage.....                | 112     | 114   | 112   |
| Do. Improvement Mortgage.....                | 102     | 101   | 102   |
| Do. Gen. Mort. '74, ex-deferd. con. 88       | 80      | 88    | 99    |
| Do. Scrip for the 6 def. coupons.....        | 86      | 89    | 87    |
| Pittsbg, Ft W. & Chic. Equip bds. 110        | 112     | 110   | 111   |
| St. Louis Bridge 'at mort. gold bond 119     | 121     | 119   | 121   |
| Do. 1st pref. stock.....                     | 76      | 80    | 78    |
| Union Pacific Land Grant 1st mort. 114       | 116     | 114   | 111   |

exceptions there is an uniform increase throughout the list, the gains being the most marked in the grain carriers of the Northwest. The earnings of the same roads for the year show an increase of 27 per cent.

It is said that the St. Johnsbury and Lake Champlain Railroad has effected a loan of \$600,000, giving a mortgage upon the road to Emmons Raymond, President of the Connecticut and Passumpsic Rivers Railroad, and Bradley Barlow, owner of the Southeastern Railway.

The earnings of the Union Pacific Railway for the year ending Dec. 31, 1880, were \$25,494,106, being an increase of \$4,884,491 over 1879.

The annual report of the Cleveland and Pittsburgh Railroad shows that for the year ending November 30, 1880, the receipts from lessees were \$1,219,465, of which \$786,887 was paid in dividends, \$343,380 for mortgage interest, \$58,081 for consolidated mortgage, \$19,945 for construction and equipment bonds, and \$9,246 for maintenance of organization, leaving a balance of \$1,926 on hand.

The debt of the State of Illinois on the 1st of January amounted to \$281,000. This has all been called in and is now being paid at the American Exchange National Bank, New York. When all the bonds are paid, about \$100,000 will remain in the State Treasury of the fund paid by the Illinois Central Railroad Co. to the State, besides a fund of over \$1,000,000 derived from other sources, which is in the Treasury. Many of the bonds now being paid were negotiated for 17 cents on the dollar. The local indebtedness in the State is about \$50,000,000, of which \$16,000,000 are registered and paid through the State Treasurer's office.

The subscriptions to the Iron Steamboat Company's stock, the books for which closed on the 12th inst., amounted in this city to \$3,290,000, or \$1,290,000 more than the amount offered.

The Governors of the Stock Exchange have admitted to dealing at the Board the following securities:

Burlington, Cedar Rapids and Northern Railroad—Cedar Rapids, Iowa Falls and Northwestern Railroad Company's first mortgage 6 per cent gold bonds, due in 1920, but subject to redemption at 105 after September, 1890. The road extends from Holland, Iowa, on the Pacific Division of the Burlington, Cedar Rapids and Northern Railway, to Clarion, Iowa, a distance of about fifty-five miles. Nearly the entire capital stock of the company is owned by the Burlington, Cedar Rapids and Northern Railway Company, which leases the road for the term of its chartered existence, and guarantees the payment of the principal and interest of each bond by a special indorsement.

Utah Southern Railroad—Additional general mortgage 7 per cent bond, due July 1, 1879, \$1,500,000 issued to take up same amount of prior lien bonds. The application to the Exchange says: "Under the terms of the Utah Southern Railroad Company's general mortgage there have been issued 375 bonds in exchange for the same number of prior lien bonds. These bonds are being exchanged day by day as presented, and the company ask that all the remaining issue be placed on the regular list of the Stock Exchange." The total issue of the general mortgage bonds is

\$1,950,000. The \$150,000 issued in excess of the prior lien bonds were admitted October 20, 1880.

Wabash, St. Louis and Pacific Railroad—First mortgage 7 per cent bonds of the Toledo, Peoria and Western Railway, \$4,500,000, due October 1, 1879.—First mortgage 6 per cent bonds of Havana Division due in 1910.

Dubuque and Dakota Railroad—Additional first mortgage 6 per cent gold bonds, \$80,000 due in 1919, principal and interest guaranteed by the Dubuque and Sioux City Railroad Company and redeemable before maturity at the option of the company at 105 and interest.

The closing quotations on Thursday were: Adams Express, 123@—; American Express, 63½@64; American District Telegraph, 61¼@61½; American Union Telegraph, 98@98¾; Canada Southern, 75½@75¾; Central of New Jersey 86½@86¾; Central Pacific, 95½@95¾; Chicago and Northwestern, 126½@126¾; do. pref., 140@141; Chicago, Burlington and Quincy, 176¾@177; Chicago, Milwaukee and St. Paul, 114@114½; do. pref., 124@124½; Chicago, Rock Island and Pacific, —@136½; Columbus, Chicago and Indiana Central, 21¼@22; Cleveland, Columbus, Cincinnati and Indianapolis, 96@96¾; Hannibal and St. Joseph 51@51¼; do. pref., 104¼@105; Illinois Central, 126@126½; Lake Erie and Western, 89@89¾; Lake Shore and Michigan Southern, 131@131½; Michigan Central, 122½@123¼; Metropolitan Elevated, 108@109; New York Elevated, 125½@125¾; New York, Lake Erie and Western, 50½@50¾; do. pref., 90¾@91; New York, Ontario and Western, —@81¾; New York Central and Hudson River, 150½@150¾; Ohio and Miss., 89¾@90; do. pref., 105@—; Pacific Mail, 51½@51¾; St. Louis, Iron Mountain and Southern, 53½@53¾; Union Pacific, 112½@112¾; United States Express, 52½@54; Wells Fargo Express, 112@113; Western Union Telegraph, 106¾@107; Wabash, 45¼@45½; do. pref., 88¼@88¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds ass., 124¾; Boston, Hartford and Erie 1st, 54; Chicago, Burlington and Quincy 8s, 105¾; Cedar Falls and Minnesota 1st, 113; Chicago, St. Louis and New Orleans, 47¾; Chesapeake and Ohio 1st pref., 83; do. 2d pref., 25; do. 1st, Series B, 83; do. cur. int., 51; Chicago, St. Paul, Minn. and Omaha, 45¼; do. pref., 95½; do. consol., 106; Col. Chi. and Ind. Cent. Inc. 71; do. 1st Trust Co. certif. ass., 108½; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108¾; do. La. C. and Dav. div., 99¼; do. Chicago and Pacific div., 110; Clev., Col. Cin. and Ind. consol., 119; Central Iowa, 1st, 115½; Chicago and Eastern Illinois Inc., 102; Chicago, St. Paul and Minn. 1st, 110; Denver and Rio Grande, 91; do. 1st, 115; do. consol., 113¾; Denver, South Park and Pacific 1st, 110; Detroit, Monroe and Toledo 1st, 122; Frankfort and Kokomo 1st, 101; Galveston, Houston and Henderson 1st, 70; Houston and Texas Central 2d, M. L., 123; do. 1st Inc. and Ind., 97¾; International and Gr. Northern, 56½; do. 1st, 108½; do. 2d inc., 88; Is 1., Bloom. and Western, 60; do. Inc., 71; do. 1st, 84; do. 2d, 73½;

Indianapolis, Decatur and Springfield 1st, 105¾; do. 2d inc., 58; Keokuk and Des Moines, 14; do. pref., 41; do. 1st, 103¾; Kansas Pacific, 1st consol., 104; do. 6s, Denver Div. ass., 107½; Louisville and Nashville 23, 106; do. Gen'l mort., 104¾; do. N. and O. Mobile 1st, 6s, 103; Lake Erie and Western, 39¾; do. Inc., 70; Louisville, New Albany and Chicago, 66; Lehigh and Wilkesbarre consol. ass., 107¼; do. inc., 87½; Laf., Bloom. and Muncie 1st, 110; Manhattan Beach, 34; Marietta and Cincinnati 1st pref., 9; do. 2d pref., 6½; Missouri, Kansas and Texas, 43¾; do. consol. ass., 112½; do. 2d, 77¼; Mobile and Ohio, 21½; do. 1st debent., 86½; do. 1st mort., 108; Missouri Pacific 1st consol., 106; Minneapolis and St. Louis 1st, 113; do. Iowa Ext., 110; Nashville, Chattanooga and St. Louis, 68¾; New York, Ontario and Western, 31¾; Nevada Central 1st, 101; New York, Lake Erie and Western Inc., 90½; New York, Pennsylvania and Ohio Inc., 65¼; Ohio Central, 25; do. 1st, 106; do. Inc., 61½; do. Terminal Trust 6s, 101¾; Oregon Railway and Nav., 128¼; do. 1st, 107; Ohio and Mississippi, Springfield div., 1st, 117½; Peoria, Decatur and Evansville, 80; do. 1st, 110; do. Inc., 75; Rensselaer and Saratoga, 135; Rome, Watertown and Ogdensburg, 25; do. 1st consol., 84; St. Paul and Sioux City 1st, 110½; St. Louis and Iron Mt., 1st pref. inc., 94; do. 2d pref. inc., 78¾; do. Cairo and Fulton 1st, 110½; do. Arkansas Branch 1st, 109½; do. Cairo, Ark. and Texas 1st, 107½; St. Paul and Duluth, 40½; do. pref., 75; St. Louis, Vandalia and Terre Haute 1st, 119½; St. Paul, Minneapolis and Manitoba, 89; do. 2d, 103; South Side 1st, 103½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 103; do. R. E. 7s, 103; do. Clarinda Branch 1st, 103; Syracuse, Binghamton and New York 1st, 120; St. Louis and San Francisco 2d, class A, 102; do. B, 89; do. C, 88; do. Equip., 103; Southern Pacific of California, 1st, 103½; South Pacific of Mo. 1st, 104; Texas and Pacific 42; do. income L. G., 75½; do. Rio Grande div. 1st, 99¼; Toledo and Wabash Equip. bonds, 40; Wabash Gen'l mort. 6s, 99½; Alabama, Class A, 73; Georgia 7s, gold, 115; Louisiana 7s, consol., 54½; North Carolina 6s, Special Tax 1st class, 7; South Carolina 6s, non-found, 6; Tennessee 6s, new, 46½; do. 6s, new series, 49½; Virginia 6s, def., 16¼; do. 6s, consol., ex mat. coupon, 72¾; Am. Dist. Tel., 61; American Union Tel., 93¾; Canton Co., 57; Sutro Tunnel, 1¾; Colorado Coal and Iron, 39¾; do. 6s, 97¾; Consolidation Coal, 41; Maryland Coal, 26½; New York and Straitsville, 68; New Central Coal, 30¾; Pennsylvania Coal, 245; Central Mining, 5; Caribou, 3¾; Deadwood, 13¾; Excelsior, 6¾; Homestake, 28¾; Little Pittsburg, 2½; La Plata, 9; Ontario, 33½; Standard, 25; Starmont, 2¼; Silver Cliff, 3½.

Philadelphia.—Am. S. S. Co. 31; Central Transp., 48½; Catawissa new pref., 48; Delaware Division Canal, 41; Elmira and Williamsport 5s, 96; Huntingdon and Broad Top Mt. consol. 7s, 73; Morris Canal pref., 175; Pennsylvania and New York Canal 7s, 1896, 122; Pennsylvania Canal 6s, 95½; Philadelphia and Reading C. & I. debent., 7s, 45; Philadelphia and Reading scrip, 66; do. Income 7s, 67½; Pittsburg, Titus-



ville and Buffalo pref., 26½; Philadelphia, Germantown and Norristown, 108; Railway Car Trust 6s, 100½; St. Paul and Duluth, 27; do. pref., 72; Shamokin, Hazleton and Wilkesbarre 5s, 92; Texas and Pacific consol. mort. 6s, 100½; do. 1st mort. 6s, 108; Union and Titusville 7s, 100½; West Jersey and Atlantic 6s, 105½; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 129½@130½; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 105@105½; do. 5s, new loan, 115@117½; do. 4s, new, 108@111; Philadelphia and Reading, 29½@29¾; do. consol. mort. 7s, comp. 125½@—; do. reg., 125½@—; do. mort. 6s, 117@—; do. 7s, 1893, 121@122; United New Jersey R. R. and Canal, 181@182; Pittsburg, Titusville and Buffalo R.R., 19½@19¾; do. 7s, 97½@99½; Camden and Amboy mort. 6s, 1889, 114¼@115; Pennsylvania R. R., 66@66½; do. gen'l mort., coupon, 124@125½; do. reg., 117½@120; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 52@52¾; Morris Canal, 60@64; do. pref., 164@165; Schuylkill Nav., —@5; do. pref., 10½@11; do. 6s, 1882, 77@78; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, —@113; do. 5s, 96@98; Lehigh Coal and Navigation, 39¾@40; do. 6s, 1884, 107@108; do. R. R. loan, 116@117; do. Gold Loan, 110¼@—; do. consol. 7s, 115½@116½; Northern Pacific, 33½@34; do. pref., 65½@66½; North Pennsylvania, 56¾@57½; do. 6s, 107@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 20¼@20¾; do. 6s, 101½@102; do. 7s, 116@117½; Minehill, 58¾@—; Catawissa, 11½@12½; do. pref., 50¼@50½; do. new pref., 48@48½; do. 7s, 1900, 120@—; Lehigh Valley 58½@59; do. 6s, coupon, 121@123; do. reg., 121@122½; do. 2d mort. 7s, 131¼@—; do. consol. mort., 116@117½; Fifth and Sixth streets (horse), 125@—; Second and Third, 105@115; Thirteenth and Fifteenth, 71@73; Spruce and Pine, 56@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 19@19¼; Germantown, 68@71; Union, 118@—; Lombard and South, 12½@13; West Philadelphia, 79¾@80¼; People's, 17½@18¼; Continental, 101@—.

**Baltimore.**—Atlantic Coal, 1.40; Baltimore and Ohio scrip, 185; Baltimore City 6s, 1890, 118; do. 6s, 1893, 119; do. 6s, 1886, 112; do. 6s, 1900, 122; do. 5s, 1916, 119½; do. 5s, 1894, 116; Charlotte, Columbia and Augusta 1st, 107½; Norfolk Water 8s, 124; North Carolina 4s, 84; Northern Central 5s, 99¾; Richmond and Danville R. R., 86; Virginia 10-40 coupons, 92¾; Virginia Peelers, 22½; do. Peeler coupons, 10¾; Virginia deferred (Orange) 6; Virginia and Tennessee 2d, 6s, 104; Wilmington, Columbia and Augusta, 6s, 106; Western Alabama 2d, 8s, 117. The latest quotations are: Central Ohio, 1st, 113@114; Baltimore and Ohio, 183@183½; do. 6s, 1885, 109½@—; Northern Central, 44¼@44¾; do. 6s, 1900, gold, 113@—; do. 6s, 1904, gold, —@111½; do. 6s, 1885, 107½@—; do. Sterling, 1904, —@111; do. 5s, 1926, 99½@—; Marietta and Cincinnati 1st mort., 1892, 122@—; do. 2d mort. 7s, 93@93½; do. 3d mort. 8s, 49¾@50; Orange and Alexandria 1st 6s, 117@—; do. 2d 6s, 120@—; do. 3d 8s, 100@—; do.

4th, 59@59½; Orange, Alex. and Manassas 7s, 98½@99½; Virginia consol. 6s, 72½@72¾; Virginia 10-40 bonds, 48½@49; Virginia consols coupons, 90@90½; Virginia 10-40 coupons, 92@93; City 6s, 1893, 118½@119; do. 6s, 1890, 117@118; do. 6s, 1900, 122½@123; do. 5s, 1894, —@116; do. 5s, 1916, —@119½; do. 5s, 1900, —@116½; Wilmington, Columbia and Augusta 6s, 106@107; Richmond and Danville R. R., 85@86; Western Maryland 2d pref., 105½@107½; City Pass. R. R., —@39½; Atlanta and Charlotte 1st, 97@—; Chesapeake and Ohio Canal 6s, 72½@75.

**Boston.**—Agricultural Branch 6s, 1884, 103¾; Atchison and Pike's Peak 1st 6s, 101½; Atchison, Colorado and Pacific 6s, 100; Atchison and Nebraska 1st 7s, 1907, 113; Boston Water Power Co., 12½; Boston Land, 10½; Boston, Clinton, Fitchburg and New Bedford, 26; do. 1881, 100¼; do. 5s, 115; Boston, Revere Beach and Lynn, 105; Burlington and Missouri River in Nebraska 6s, non exempt, 104; Boston and Lowell 5s, 1899, 105; Chicago, Clinton, Dubuque and Minnesota 7s, 1910, 107; Cincinnati, Sandusky and Cleveland 7s, 100½; Chicago and West Michigan, 77½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; do. Wisconsin Valley div. 6s, 103½; do. Southwestern div., 6s, 1909, 95; Connecticut and Passumpsic Rivers R. R., 90; do. 7s, 1893, 116½; Chicago, Burlington and Quincy 4s, 93; Cheshire pref., 61¼; do. 6s, 1898, 110¾; Cedar Rapids and Missouri River 7s, 1891, 117; Detroit, Lansing and Northern 7s, 116; Eastern (N. H.) R. R., 98; Flint and Pere Marquette 23½; do. pref., 82¾; Fitchburg 6s, 1898, 114¼; Granite Railway, 40½; Grand River Valley 8s, 1886, guar., 111; Iowa Falls and Sioux City, 64½; Jackson, Lansing and Saginaw 8s, 1885, white, 110; Kansas City St. Joseph and Council Bluffs 7s, 122¾; Kansas City, Fort Scott and Gulf, 73¼; do. 7s, 112; Kansas City, Lawrence and Southern, 92; do. 4s, 102½; Louisiana and Missouri River, 12; do. pref., 32; Little Rock and Ft. Smith, 62½; do. 7s, 112; Marquette, Houghton and Ontonagon, 6s, 98¾; Manhattan Beach 7s, 105; Mansfield and Framingham 1881, 100¼; New Mexico and Southern Pacific 7s, 117; Ogdensburg and Lake Champlain consol. 6s, 90; do. income, 6s, 36; Ottawa, Oswego and Fox River Valley 8s, 1900, 126; Portsmouth, Gt. Falls, and Conway, 24; Pullman Palace Car 8s, 1892, 4th series, 118; Quincy, Alton and St. Louis 5s, 96; Republican Valley 6s, W. D., 104; do. E. D., 103¾; do. def., 100; Rutland, 5¾; do. pref., 29½; do. 6s, 99¾; do. 5s, 76; Summit Branch, 21; St. Johnsbury and Lake Champlain pref., 10; Toledo, Delphos and Burlington, —@—; do. inc. 6s, —; Vermont and Massachusetts 6s, 1893, 104; Vermont Central 1st 7s, 1886, 10¼; do. 8s, 1891, guar., 75; do. 8s, 1902, inc. and ext., 75; Wilton R. R., 115; Wisconsin Central, 94¾; do. pref., 44; do. 1st Series, 80; do. 2d Series, 61; Allouez Mining Co., 5; Atlantic, 19¾; Aztec, 1½; Atlas, 50c.; Brunswick Antimony, 24; Central, 44; Catalpa, 2¼; Copper Harbor, 50c.; Copper Falls, 16; Duncan, 3½; Franklin, 17½; Harshaw, 5; Hanover, 30c.; Huron, 6½; Madison, 1½; National, 2¾; Osceola, 38¾; Pawabic, 22¾; Phoenix, 3½; Ridge, 7; Silver Islet, 89¼;

Star, 2¼; Sycamore, 1; St. Clair, 8¼; Winthrop, 75c.; Waukeag, 3½; Washington, 50c.

#### Interest and Dividends.

—The Central Pacific Railroad Company will pay, at its offices in New York or San Francisco, Three Dollars per share, on presentation of dividend warrant No. 11, on or after Feb. 1.

—A quarterly dividend of 1½ per cent has been declared by the Wabash, St. Louis and Pacific Railway Co., on the preferred stock, payable February 10, at the office of the company, 80 Broadway.

—The Cleveland, Columbus, Cincinnati and Indianapolis Railway Company has declared a dividend of 5 per cent out of the net earnings for the year ending Dec. 31, 1880, payable Feb. 1, at the United States Trust Company, No. 49 Wall street, N. Y., and at the Treasurer's office in Cleveland.

—The East Mahanoy Railroad has declared a dividend of 3 per cent payable January 15.

—The Mill Creek and Mine Hill Navigation and R. R. Co. have declared a dividend of five per cent, payable 17th instant, clear of tax.

—The Schuylkill Valley Navigation and Railroad Co., have declared a dividend of 2½ per cent, payable 17th instant, clear of tax.

—The Mount Carbon and Port Carbon Railroad Co., have declared a dividend of six per cent, payable 17th inst., clear of tax.

—The Mine Hill and Schuylkill Haven Railroad Company have declared a dividend of three and one-half per cent payable on and after the 14th inst. The transfer books will be re-opened on the 15th inst.

—The Terre Haute and Indianapolis Railroad Company has declared a dividend of 4 per cent payable Feb. 1.

The Homestake Mining Co. has declared its usual monthly dividend for December of 30 cents per share, payable at the office of Wells, Fargo & Co., 65 Broadway, on the 25th inst.

The Rochester and State Line Railroad was sold by auction at Rochester under orders of the court, on the 8th inst., and was purchased by Watson H. Brown, of this city, for \$600,000. Some time ago a majority of the bondholders signed an agreement whereby Mr. Brown, Adrian Iselin, and A. Phelps Stokes of New York, were appointed a committee to represent the bondholders and buy the property. Mr. Brown bid for the committee. This committee has a plan for reorganization by which they give, as new securities of the road, which will be issued to those who are entitled to them by the agreement, absolute first mortgage bonds and income bonds, and also the option to set capital stock by paying \$10 a share for shares which represent \$100 par value. The capital stock of the old company was \$2,500,000. Officers recently elected in New York do not hold now. New officers will be elected soon.

Engineers of the International and Great Northern Railroad left Palestine, Texas, on the 10th inst. to make a preliminary survey of the road from Laredo to the City of Mexico. The road will be rapidly constructed from San Antonio to the Rio Grande, most of which is now under contract.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads.  | Stk. out-stand- ing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stk. out-stand- ing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stk. out-stand- ing. | Dividend Periods. | Last Dividend Payable. |
|------------------------------------|----------------------|-------------------|------------------------|-----------------------------------|----------------------|-------------------|------------------------|-----------------------------------|----------------------|-------------------|------------------------|
| Albany and Susq. .... 100          | 18,500,000           | J. & J.           | Jan. '81 34            | Louisv. Cin. and Lex. 50          | 1,623,483            | J. & J.           | July '80 3             | Ware River* ..... 100             | \$750,000            | J. & J.           | July '80 34            |
| Ashuelot. .... 100                 | 210,000              | quaterly          | Oct. '79 14            | Louisville & Nashville. 100       | 18,030,000           | .....             | Feb. '81 3             | Warren (N. J.) ..... 100          | 1,800,000            | A. & O.           | Apr. '80 3             |
| Atch., Pop. & Santa Fe. 100        | 10,409,300           | quaterly          | Feb. '81 2             | Louisv., N. Alb. & Ohi. 100       | 3,000,000            | J. & D.           | Dec. '70 3             | Warwick Valley ..... 100          | 225,000              | J. & J.           | July '80 3             |
| Atlantic and West Point. 100       | 1,232,300            | quaterly          | July '80 4             | Lowell and Andover. .... 100      | 500,000              | J. & J.           | July '80 34            | Westchester & Phil. prof. 100     | 821,300              | J. & J.           | July '80 3             |
| Atlantic and St. Law. .... 100     | 5,000,000            | M. & B.           | Sept. '80 3            | Lowell and Lawrence. .... 100     | 300,000              | A. & O.           | Apr. '78 2             | West Jersey. .... 100             | 1,559,750            | F. & A.           | Nov. '79 2             |
| Augusta and Savannah. 100          | 1,922,800            | M. & D.           | June '80 34            | Lykens Valley ..... 100           | 600,000              | F.M.A.N.          | Feb. '79 24            | Wilmington & Weldon. 100          | 1,452,200            | J. & D.           | Nov. '79 2             |
| Avon, Genesee & Mt. M.* 100        | 225,000              | A. & O.           | Jan. '78 3             | Manchester and Law. .... 100      | 1,000,000            | M. & N.           | Nov. '80 5             | Winchester & Potomac* 100         | 180,000              | J. & J.           | July '80 3             |
| Baltimore and Ohio. .... 100       | 14,216,800           | M. & N.           | Nov. '80 5             | Marquette & Cincinnati. 50        | 1,408,912            | — & —             | — & —                  | Winchester & Strasburg* 100       | 500,000              | J. & J.           | July '80 3             |
| Washington Br. .... 100            | 1,550,000            | A. & O.           | Oct. '80 5             | Massachusetts ..... 100           | 4,460,388            | M. & S.           | Sep. '86 3a            | Worcester and Nashua. 75          | 1,780,800            | J. & J.           | Jan. '81 2             |
| Berkshire. .... 100                | 600,000              | quaterly          | Dec. '80 3             | Massachusetts ..... 100           | 400,000              | F. & A.           | Aug. '80 2             | HORSE-POWER R. R.                 |                      |                   |                        |
| Boston and Albany ..... 100        | 20,000,000           | M. & N.           | Dec. '80 3             | Memphis & Charleston* 25          | 5,312,725            | J. & D.           | Jan. '80 3             | Albany City ..... 100             | 110,800              | — & —             | — & —                  |
| Bos., Cin., F. & N. Bed. 100       | 1,297,600            | — & —             | — & —                  | Metropolitan Elevated. .... 100   | 6,500,000            | quaterly          | Jan. '81 24            | Baltimore City ..... 25           | 1,000,000            | J. & J.           | Jan. '81 5             |
| Agricultural Br. guar. .... 100    | 1,750,100            | — & —             | — & —                  | Michigan Central ..... 100        | 18,788,204           | F. & A.           | Feb. '81 4             | Balt., Cat. & El. Mills. .... 50  | 121,000              | J. & J.           | Jan. '80 3             |
| Bost., Oono. & Mont.* pref. 100    | 800,000              | J. & D.           | June '78 3             | Middlesex Central ..... 100       | 2,136,354            | F. & A.           | Aug. '80 3             | Boston & Chelsea prof. .... 50    | 200,000              | J.A.J.O.          | Oct. '80 1             |
| Boston and Lowell. .... 500        | 3,250,000            | M. & N.           | Nov. '80 3             | Mill Creek & Minehill* 50         | 323,375              | J. & J.           | Jan. '81 5             | Broadway (Brooklyn). .... 100     | 200,000              | J.A.J.O.          | Apr. '79 24            |
| Boston and Maine. .... 500         | 6,921,274            | M. & N.           | Nov. '80 4             | M. Hill & Schuyl. Hav.* 50        | 3,856,450            | J. & J.           | Jan. '81 34            | Broadw. & 7th Av. (N.Y.) 100      | 2,100,000            | J.A.J.O.          | Apr. '79 24            |
| Boston and Providence. 100         | 4,000,000            | M. & N.           | Nov. '80 4             | Missouri Pacific. .... 100        | 12,416,000           | quaterly          | Jan. '81 1             | Brooklyn & Hunter's Pt. 100       | 400,000              | F.M.A.N.          | Apr. '79 24            |
| Attleborough Branch. .... 100      | 131,700              | J. & J.           | Jan. '81 3             | Mobile & Montgomery. .... 100     | 2,794,800            | F. & A.           | Feb. '80 21            | Brooklyn City ..... 100           | 2,000,000            | J. & J.           | July '78 34            |
| Bost. Revere B. & Lynn. 100        | 850,000              | J. & J.           | Jan. '81 3             | Morris and Essex* ..... 50        | 15,000,000           | J. & J.           | Jan. '81 34            | Bushwick (Brooklyn). .... 100     | 908,000              | J.A.J.O.          | Oct. '80 4             |
| Buffalo, N. Y. and Erie* 100       | 960,000              | J. & D.           | Dec. '80 3             | Mt. Carbon & Pt. Carbon. 50       | 282,350              | J. & J.           | Jan. '81 6             | Cambridge. .... 100               | 1,068,400            | J. & J.           | Jan. '79 3             |
| Burl. & Mo. Riv. in Neb. 100       | 8,837,800            | quaterly          | Apr. '80 34            | Nashua and Lowell. .... 100       | 800,000              | M. & N.           | Nov. '80 34            | Con. Park N. & E. Riv. .... 100   | 500,000              | J. & J.           | Jan. '78 10            |
| Camden and Atlantic. .... 50       | 377,400              | quaterly          | Apr. '80 34            | Nashua and Rochester. .... 100    | 1,308,800            | A. & O.           | Oct. '80 1             | Citizens' (Phil.). .... 50        | 200,000              | M. & N.           | Nov. '77 10            |
| Camden & Burl. Co. .... 100        | 888,511              | quaterly          | Apr. '80 34            | Nashville and Decatur. .... 100   | 1,529,000            | J. & D.           | Dec. '79 3             | Citizens' (Phg.). .... 50         | 200,000              | M. & N.           | Oct. '80 5             |
| Cape May and Millville* 50         | 447,000              | J. & J.           | Jan. '81 3             | Nash., Chat. & St. Louis. 25      | 6,575,258            | A. & O.           | Oct. '80 14            | Coney Island & Brookl. .... 50    | 180,000              | J. & J.           | Jan. '81 6             |
| Catawissa* ..... 50                | 1,159,600            | Oct. ber.         | Oct. '80 34            | Nesquehoning Valley* ..... 50     | 2,000,000            | M. & S.           | Sep. '80 34            | Continental (Ph.). .... 50        | 150,000              | J. & J.           | Jan. '81 6             |
| Central of Georgia. .... 100       | 18,563,200           | quaterly          | Apr. '78 24            | N. Castle & Beaver Val.* 50       | 1,800,000            | quaterly          | July '80 24            | D. Dock E. B'dw. & Bat. .... 100  | 1,500,000            | F.M.A.N.          | May '79 2              |
| Central of New Jersey. 100         | 2,428,000            | J. & J.           | Jan. '81 3             | N. Haven & Northamp. .... 100     | 605,000              | quaterly          | Oct. '80 14            | Elizabeth and Newark. .... 100    | 200,000              | — & —             | — & —                  |
| Central Ohio* ..... 50             | 400,000              | F. & A.           | Jan. '81 3             | New London Northern* 100          | 1,418,800            | quaterly          | Oct. '80 14            | Frankf. & Southw. (Ph.) 50        | 600,000              | A. & O.           | Apr. '80 4             |
| Central Pacific ..... 100          | 54,275,500           | quaterly          | July '80 14            | N. Y. Cen. & Hudson R. .... 100   | 89,428,380           | quaterly          | Jan. '81 4             | Girard College (Ph.). .... 50     | 500,000              | J. & J.           | July '71 3             |
| Cincinnati. .... 100               | 380,000              | J. & J.           | July '80 14            | New York and Harlem. .... 100     | 3,500,000            | J. & J.           | Jan. '81 4             | Grand St. and Newton. .... 100    | 170,000              | J. & J.           | July '71 3             |
| Chester, preferred ..... 100       | 2,155,900            | M. & N.           | Nov. '80 34            | N. Y., Lake Erie & West. 100      | 1,500,000            | annually          | Oct. '79 2             | Green & Coates St. (Ph.) 50       | 500,000              | J. & J.           | Jan. '79 0             |
| Chicago and Alton. .... 100        | 10,065,400           | M. & S.           | Sept. '80 34           | N. Y., N. H. & Harf. .... 100     | 8,146,700            | quaterly          | Oct. '80 21            | Highland. .... 100                | 600,000              | J. & J.           | Jan. '80 4             |
| Chicago and Burlington. 100        | 3,104,156            | M. & S.           | Dec. '80 2             | N. Y., N. H. & Harf. .... 100     | 15,500,000           | J. & J.           | July '80 2             | Lomb. & South St. (Ph.) 25        | 105,000              | A. & O.           | Oct. '79 24            |
| Chi., Cin., Dub. & Minn. .... 100  | 6,156,000            | J. & J.           | July '80 14            | N. Y., N. H. & Harf. .... 100     | 3,000,000            | quaterly          | Nov. '80 2             | Lynn and Boston. .... 100         | 200,000              | annually          | Nov. '80 6             |
| Chicago, Iowa & Nebraska* 100      | 3,016,200            | A. & O.           | Jan. '81 4             | Ning. Bridge & Canad.* 100        | 1,600,000            | J. & J.           | July '80 3             | Malden and Melrose. .... 100      | 200,000              | — & —             | — & —                  |
| Chi., Mil. and St. Paul. 100       | 15,401,261           | A. & O.           | Oct. '80 34            | North Carolina* ..... 100         | 4,000,800            | M. & N.           | Nov. '77 4             | Metropolitan (Boston). .... 50    | 1,500,000            | J. & J.           | Jan. '81 4             |
| Chicago & N. Western. .... 100     | 14,988,207           | J. & D.           | Dec. '80 1             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Middlesex (Boston). .... 50       | 560,000              | M. & N.           | Nov. '80 34            |
| Chicago, B. I. & Pacific. .... 100 | 50,000,000           | A. & O.           | Oct. '80 2             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | N. Y., Bay Ridge & Jam. 100       | 102,540              | — & —             | — & —                  |
| Cin., Ham. & Dayton. .... 100      | 3,600,000            | A. & O.           | Oct. '80 2             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Ninth Avenue (N. Y.). .... 100    | 797,320              | — & —             | — & —                  |
| Cin., Sand. & Clev. pref. 50       | 429,037              | M. & N.           | Nov. '80 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Orange and Newark. .... 100       | 282,555              | — & —             | — & —                  |
| Cin., Ott., Cin. & Ind. .... 100   | 14,991,800           | F. & A.           | Feb. '81 5             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | People's (Phila.). .... 25        | 208,054              | — & —             | — & —                  |
| Cleveland & Mahoning* 50           | 2,067,569            | M. & N.           | Nov. '79 4             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Philadelphia City. .... 50        | 475,000              | J. & J.           | Jan. '81 5             |
| Cleveland & Pittsburg* 50          | 11,236,150           | quaterly          | Dec. '80 1             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Philadelphia and Darby 20         | 200,000              | J. & J.           | July '77 2             |
| Columbus and Xenia* ..... 50       | 1,746,200            | M.J.S.D.          | Dec. '80 1             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Phila. and Grey's Ferry 50        | 284,775              | J. & J.           | Jan. '78 2             |
| Colum. & Hooking Val. .... 50      | 2,500,000            | F. & A.           | Aug. '80 4             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Pbg. Alleg. & Manchester 50       | 200,000              | quaterly          | Apr. '81 4             |
| Concord. .... 50                   | 1,500,000            | M. & N.           | Nov. '80 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Ridge Avenue (Ph.). .... 50       | 750,000              | A. & O.           | Apr. '80 14            |
| Concord and Port. .... 50          | 850,000              | J. & D.           | Oct. '80 34            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Second Avenue (N. Y.). .... 100   | 1,199,500            | J.A.J.O.          | Apr. '78 2             |
| Conn. & Passump. Riv. 100          | 3,175,700            | F. & A.           | Aug. '80 2             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Second & Third St. (Ph.) 50       | 982,100              | quaterly          | Jan. '79 2             |
| Connecticut Ave. .... 50           | 2,100,000            | J. & J.           | Jan. '81 4             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | 17th & 19th streets (Ph.) 50      | 500,000              | J. & J.           | Jan. '78 4             |
| Cumberland Valley. .... 50         | 1,992,950            | J.A.J.O.          | Oct. '80 24            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Sixth Avenue (N. Y.). .... 100    | 750,000              | M. & N.           | Nov. '77 5             |
| Danbury and Newf. .... 50          | 600,000              | quaterly          | Jan. '80 14            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Somerville (Boston). .... 100     | 115,000              | M. & N.           | Nov. '80 3             |
| Dayton & Michigan* ..... 50        | 2,401,528            | A. & O.           | Oct. '80 2             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | South Boston. .... 50             | 000,000              | J. & J.           | Jan. '81 4             |
| Delaware* ..... 50                 | 1,231,250            | quaterly          | July '80 2             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Third Avenue (N. Y.). .... 100    | 2,000,000            | F.M.A.N.          | Nov. '80 4             |
| Del. & Bound Brook* ..... 100      | 1,584,400            | quaterly          | Nov. '80 14            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | 12th & 15th street (Ph.) 50       | 1,000,000            | J. & J.           | Jan. '81 4             |
| Del., Lackaw. & Westn. 50          | 26,300,000           | quaterly          | Jan. '81 14            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | 23d street (N. Y.). .... 100      | 600,000              | J. & J.           | Jan. '79 4             |
| Del., Lackaw. & Nor. .... 100      | 1,874,000            | F. & A.           | Aug. '80 24            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Union (Boston). .... 100          | 874,300              | J. & J.           | Jan. '80 4             |
| Detroit, Lans. & Nor. .... 100     | 2,508,800            | F. & A.           | Aug. '80 34            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Union (Phila.). .... 50           | 400,000              | J. & J.           | July '80 7             |
| Dubuque & Sioux City* 100          | 5,000,000            | A. & O.           | Oct. '80 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | West Philadelphia. .... 50        | 400,000              | J. & J.           | July '77 10            |
| East Pennsylvania* ..... 50        | 1,409,200            | J. & J.           | Jan. '81 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | CANALS.                           |                      |                   |                        |
| East Mahanoy* ..... 50             | 392,950              | J. & J.           | Jan. '81 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Chesapeake & Delaware 50          | 1,983,563            | J. & D.           | June '75 9             |
| East Tenn. Va. & Ga. .... 100      | 1,968,274            | .....             | — & —                  | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Delaware Division. .... 50        | 1,633,350            | .....             | Aug. '80 34            |
| Eastern (Mass.). .... 100          | 4,997,600            | J. & J.           | July '78 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Delaware and Hudson. .... 100     | 20,000,000           | F. & A.           | Aug. '76 4             |
| Eastern (N. H.). .... 100          | 492,600              | J. & D.           | Dec. '80 24            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Delaware and Raritan. .... 100    | 5,847,400            | quaterly          | Jan. '81 24            |
| Elk River. .... 50                 | 600,000              | — & —             | — & —                  | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Lehigh Coal & Navigt. .... 100    | 10,848,550           | J.S.D.M.          | Sept. '76 14           |
| Elmira, Jett. & Canand* 50         | 500,000              | M. & N.           | May '80 24             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Monongahela Navigt. .... 100      | 1,008,500            | F. & A.           | July '79 9             |
| Elmira & Williamsport* 50          | 500,000              | J. & J.           | Jan. '81 34            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Morris (consolidated). .... 100   | 1,026,000            | F. & A.           | Feb. '78 2             |
| Erie and Pittsburg* ..... 50       | 1,090,250            | quaterly          | Sept. '80 14           | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | " (preferred). .... 100           | 1,175,000            | F. & A.           | Feb. '78 5             |
| Frankfort and Kokomo. .... 100     | 600,000              | J. and J.         | Jan. '81 5             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Pennsylvania. .... 100            | 4,337,950            | — & —             | — & —                  |
| Georgia. .... 100                  | 4,200,000            | J. and J.         | Jan. '81 3             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Schuyl. Nav. (common)* 50         | 1,908,207            | annually          | A. '79 70c.s           |
| Hamburg & St. Jo. pref. 100        | 5,183,024            | F. & A.           | Feb. '81 34            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | " (pref.). 50                     | 2,588,977            | annually          | A. '79 140c.s          |
| Harrisburg & Lancaster* 50         | 1,182,500            | J. & J.           | July '80 24            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | MISCELLANEOUS.                    |                      |                   |                        |
| Harrisburg, pref. .... 100         | 1,180,000            | quaterly          | Jan. '81 2             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Adams Express. .... 100           | 12,000,000           | quaterly          | Dec. '80 2             |
| Harrisburg Central. .... 100       | 39,000,000           | M. & S.           | Sept. '80 3            | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | American Express. .... 50         | 18,000,000           | J. & J.           | Jan. '81 34            |
| Iowa & Rock Island. .... 100       | 7,625,000            | quaterly          | Dec. '80 1             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Amoskeag Manuf. Co. .... 100      | 3,000,000            | J. & D.           | June '80 5             |
| Iowa & Rock Island. .... 100       | 7,625,000            | quaterly          | Dec. '80 1             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Calumet and Hecla Mining. 100     | 100,000 B.           | F.M.A.N.          | Nov. '80 85            |
| Iowa & Rock Island. .... 100       | 7,625,000            | quaterly          | Dec. '80 1             | N. Eastern (S. C.) pref. .... 100 | 95,000               | quaterly          | Nov. '80 14            | Central Mining Co. .... 100       | .....                | Annual.           | Feb. '80 85            |
| Iowa & Rock Island. .... 100       | 7,625,000            | quaterly          | Dec. '80 1             | N. Eastern (S.                    |                      |                   |                        |                                   |                      |                   |                        |



**Organization.**

—The directors of the new Southern Maryland Railroad Co. are Messrs. John M. Broom, St. Mary, Md.; Charles E. Coates, Baltimore; W. W. W. Wood, Washington; W. H. Lafferty, Camden, N. J.; Thos. T. Butcher, George H. Fairman, B. F. Folsom, W. P. Henszey, J. H. Linville, D. B. McKibben, Joseph Trimble, Philadelphia. The officers are: Messrs. J. H. Linville, president; M. H. Hoffman, secretary; B. F. Folsom, treasurer. The offices are in Philadelphia.

—The following directors of the Hoosac Tunnel Dock and Elevator Co. were recently elected at Boston: Messrs. F. L. Ames, J. R. Brewer, Robert Codman, C. W. Cotting, W. H. Lincoln. The board elected F. L. Ames, president; Charles K. Cobb, clerk; C. W. Cotting, treasurer.

—The recently-elected directors of the Presidio Railroad Co., California, are: Messrs. A. S. Hallidie, Albert Miller, J. G. Kittle, A. W. Bowman, Robert Watt, N. J. Brittan, and James Moffit. The work of construction is to be recommenced at once.

—The annual meeting of the stockholders of the Terre Haute and Indianapolis Railroad, known as the Vandalia line, was held at Terre Haute, Ind., Jan. 3. The following directors were elected: Messrs. Wm. R. McKeen, Alex. McGregor, Henry Ross, D. W. Minshall, Jos. Collett, F. C. Crawford, and Geo. E. Farrington. The new board elected Mr. Wm. R. McKeen, President; Mr. Geo. E. Farrington, Secretary; Mr. J. W. Craft, Treasurer.

—On the 5th inst. the annual meeting of the Cleveland and Pittsburg Railway was held, and the following directors were elected: Messrs. J. N. McCullough and B. F. Jones, of Pittsburg; G. B. Roberts and Wm. Bucknell, of Philadelphia; Fred. Sturges, S. J. Tilden, Chas. Lanier and Francis Walker, of New York; A. Ferguson, of Cincinnati; and J. V. Painter, James F. Clark and R. P. Ranney, of Cleveland.

—The Wooten's, Mooresville and Dallas Railroad Company has been organized at Dallas, N. C., to build a railroad from the Cross roads, a point on the Piedmont Air Line near Wooten's, via Dallas and Brevard's Station, on the Carolina Central, to Mooresville, to connect with the North Carolina Midland. The capital stock is fixed at \$510,000, in shares of \$100. The following are the directors: Messrs. Wm. Jenkins, Jonas Hoffman, Geo. F. Baion, B. F. Carpenter, Alexander Brevard, and Joseph G. Morrison. A number of liberal subscriptions were made.

—A number of railroad companies held their annual elections in Philadelphia, Monday, with the following results:

Reading and Columbia Railroad Company—President, G. A. Nicolls. Directors—H. P. McKean, J. B. Lippincott, John Ashhurst, F. B. Gowen, Henry Lewis, I. V. Williamson, John N. Hutchinson, Fred. Luer, Thos. Baumgardner, Sam'l Small, Francis W. Christ, Philip Arndt. Secretary, Howard Hancock; Treasurer John Welch.

Riverfront Railroad Company—President, Strickland Kneass; directors, George B. Roberts, J. N. Du Barry, Wistar Morris, S. M. Felton, Josiah Bacon, N. P. Shortridge, Edmund Smith, A. J. Cassatt. Secretary and Treasurer, James R. McClure.

Germantown and Chestnut Hill—President, G. B. Roberts; directors, Josiah Bacon, A. J. Cassatt, G. Morris Dorrance, John P. Greene, Strickland Kneass, N. P. Shortridge.

Philadelphia and Merion—President, G. B. Roberts; directors, Josiah Bacon, R. D. Barclay, J. N. Du Barry, John P. Green, Strickland Kneass, Joseph Lesley, Wistar Morris, Henry M. Phillips, Thomas A. Scott, N. P. Shortridge, Edmund Smith, Wm. M. Spackman.

Lockhaven and Clearfield—President, J. N. Du Barry; directors, John P. Green, Strickland Kneass, Wistar Morris, J. B. Roberts, N. P. Shortridge, Edmund Smith.

Moshannon and Clearfield—President, J. N. Du Barry; directors, John P. Green, Strickland Kneass, Wistar Morris, G. B. Roberts, N. P. Shortridge, Edmund Smith.

Susquehanna and Clearfield—President, J. N. Du Barry; directors, John P. Green, Strickland Kneass, Wistar Morris, G. B. Roberts, N. P. Shortridge, Edmund Smith.

Chester and Delaware River Railroad Co.—President, G. A. Nicolls; directors, H. P. McKean; J. B. Lippincott, John Ashhurst, F. B. Gowen, Henry Lewis, William Ward; Secretary, Howard Hancock; Treasurer, John Welch.

Allentown Railroad Company—President, G. A. Nicolls; directors, H. P. McKean, J. B. Lippincott, John Ashhurst, F. B. Gowen, H'y Lewis, I. V. Williamson; Secretary, Howard Hancock; Treasurer, John Welch.

East Mahanoy Railroad Company—Same officers as the Allentown Railroad Company.

East Pennsylvania Railroad Company—President, G. A. Nicolls; directors, J. B. Lippincott, F. B. Gowen; I. V. Williamson, Thomas Hart, Jr.; Beauvean Borie, Hiestor Clymer, George D. Stetzel, J. L. Stichter; Secretary, Howard Hancock; Treasurer, John Welch.

North Pennsylvania Railroad Company—President, Franklin A. Comly; directors, John Jordan, Jr., William C. Ludwig, Edward C. Knight, Alfred Hunt, Thomas Smith, Ario Pardee, James H. Stevenson, Richard J. Dobbins, Charles A. Sparks, Edwin H. Fittler, Thomas P. Stotesbury, Thomas Cochran.

—The South Cairo and East Durham Railroad Extension Company of the Catskill Mountain Railroad was organized Jan. 8th. Judge Osborn, Isaac Pruyn, M. B. Mattice, K. H. Bagley, A. P. Jones, Wm. Donahue, Hiram Van Steenburgh, H. A. Person, John Avery, Wm. W. Rider, A. J. Martin, J. F. Gaylord, and Joshua Fiero were elected directors.

—The officers of the recently organized Lehigh and Hudson River Railroad Co. are: Grinnell Burt, President; George R. Blanchard, Vice-President; Alfred Ely, Secretary; D. B. Halsted, Treasurer. The other directors are Thomas C. Platt, Wm. C. Sheldon, John S. Martin, G. A. Hobart, D. F. Merritt, James B. Titman, Frederick A. Potts, B. W. Spencer and Charles Scranton.

—The following directors of the New York Elevated Railroad Co. were elected Tuesday: Cyrus W. Field, David Dows, Ashbel H. Barney, John H. Hall, Josiah M. Fiske, Jesse Hoyt, Alfred S. Barnes, John D. Marx, Heber R. Bishop, Benjamin Brewster, Daniel A. Lindley, Edward M. Field, and James A. Cowing.

—The directors of the Troy and Greenfield Railroad Co., elected at the recent annual meeting, are Edward Appleton, Francis L. Chapman, Henry B. Rice, Asa P. Morse, Henry L. Sabin, F. H. Forbes, Otis Clapp, D. W. Goochaud, Herman Haupt. The board elected Edward Appleton president and F. L. Chapman, clerk and treasurer.

—The St. Louis, Vandalia and Terra Haute Railroad Co., elected the following directors Tuesday.—Thomas D. Messler, J. N. McCullough, Wm. T. How, W. R. McKeen, R. L. Dulaney, W. S. Smith, A. G. Henry, Charles H. Seybt and J. S. Peers. The board of directors subsequently organized by re-electing Thomas D. Messler president, W. H. Barnes treasurer, and Williamson Plant secretary.

The Pittsburg Iron World says that 60,000 tons of steel rails have recently been placed, through

agents in Philadelphia, with domestic and foreign works, and the heavy demand continues. Quotations are \$58 per ton at mill. Several quite large orders for bar iron have also been placed at 2.40 cents per pound, some of the orders amounting to as much as 1000 tons.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,  
No. 9 Nassau st.  
New York, Jan. 5, 1891.

THREE DOLLARS PER SHARE WILL BE paid on presentation of Dividend Warrant No. 11, on or after February 1, at this office, or at the office of the Company in San Francisco. Transfer books will be closed from January fifteen (15) to February first (1), both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE WABASH, ST. LOUIS AND PACIFIC  
RAILROAD CO.,  
No. 80 Broadway, Jan. 11, 1891.

A QUARTERLY DIVIDEND OF ONE AND one-half per cent. has this day been declared by the directors on the Preferred stock of the company, payable February 10 at this office. The transfer books for both Preferred and Common stock will close January 31, and remain closed until after the annual meeting of stockholders, March 8.

O. D. ASHLEY, Second Secretary.

OFFICE OF THE HOMESTEAK MINING COMPANY,  
18 WALL-ST., NEW YORK, JAN. 13, 1891.

**DIVIDEND NO. 29.**

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for December, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfers close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

**NOTICE.**

The Louisville and Nashville Railroad Company de-

clared this day a semi-annual dividend of 3 per cent upon the stock of the company, payable on and after the 1st of February. Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall st. The transfer books will be closed on the 22d January and reopen on the 3d February.

E. H. GREEN, President.  
New York, Jan. 5, 1891.

THE LAKE SHORE AND MICHIGAN SOUTHERN  
RAILWAY COMPANY,  
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,  
NEW YORK, DEC. 21, 1890.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

**BOSTON, HOOSAC TUNNEL & WESTERN Ry.**

PULLMAN LINE between BOSTON and the WEST.  
VIA THE

**Hoosac Tunnel.**

ALL THE MODERN APPLIANCES,  
STEEL RAILS, IRON BRIDGES,  
WESTINGHOUSE IMPROVED AIR BRAKES,  
MILLER'S PATENT PLATFORMS & BUFFERS,  
COACHES HEATED BY STEAM.

Ask for Tickets via the

Hoosac Tunnel and the New York Lake Erie and Western Ry.

A. A. GADDIS, Gen'l Manager, BOSTON, MASS.  
F. L. POMEROY, Gen'l Pass'r Agent, NORTH ADAMS, MASS.

The Pennsylvania Steel Works, at Harrisburg, which have been idle since June, 1879, were started up on the 4th inst.

## Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.

BUY AND SELL

### BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadeloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

## Paine & Webber,

BANKERS AND BROKERS,  
(Members of the Boston Stock Exchange.)  
48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

## John H. Davis & Co.,

Bankers and Brokers,  
17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

## Sheldon & Wadsworth,

BANKERS,  
10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.  
GEO. R. SHELDON.

## RIEHLÉ BROS.

STANDARD

# SCALES

AND  
TESTING  
MACHINES

Office and Works, 9th st. above Master, Philadelphia.  
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.  
New York Store, 91 Liberty st.  
Pittsburg Store, 172 Liberty St., (under 7th Av. Hotel)

Scales for Railroads, Elevators and Wharves;  
Scales for Furnaces, Rolling Mills, Mines, etc.  
Testing Machines adopted by U. S. Government  
Tracks for Depots Warehouses, etc.

Geo. V. Halliday & Co., Agents, 610 North 4th St., St. Louis, Mo.  
(New Orleans, La.)

N. B. A liberal discount to the trade. Send for prices.

## SWIFT'S IRON AND STEEL WORKS,

26 West Third St., CINCINNATI, O.,

Manufacturers of all Weights of Standard and Narrow-Gauge Rails by most Approved Process. Also Rail Fastenings, Steel and Bloom Boiler Plate, Tank, Sheet and Bar Iron.

## WM. A. COLE & CO.,

### PRESSERS OF OILS,

AND

### DEALERS IN STEARINE, GREASE, &c.

387, 389 & 391 WEST 12TH STREET.

BRANCH OFFICE, 41 BROAD ST.,

NEW YORK.

W. A. COLE,  
S. E. HISCOX,  
E. T. BELL

## A. G. DAY,

MANUFACTURER OF

### Kerite Insulated Telegraph Wire and Cables

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN.

Office, 120 Broadway, New York.

C. B. HOTCHKISS, General Agent.

FROM 1-4 TO 10,000 lbs. WEIGHT.

True to pattern, sound and solid, of unequaled strength, toughness and durability.

An invaluable substitute for forgings or cast-irons requiring three-fold strength.

CROSS-HEADS, ROCKER-ARMS, PISTON-HEADS, ETC., for Locomotives.

15,000 Crank Shafts and 10,000 Gear Wheels of this steel now running prove its superiority over other Steel Castings.

CRANK-SHAFTS, CROSS-HEADS and GEARING, specialties.

Circulars and Price Lists free. Address

# STEEL CASTINGS

## CHESTER STEEL CASTING CO.

407 Library St., PHILADELPHIA.  
Works, CHESTER, Pa.

NEW YORK, LAKE ERIE & WESTERN RAILWAY.

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,  
General Superintendent.

JNO. N. ABBOTT,  
General Passenger Agent.

## STEEL CAR PUSHER

Made entirely of STEEL.  
ONE MAN with it can easily  
move a loaded Car.

Manufactured by  
E. P. DWIGHT,  
407 Library St.,  
PHILADELPHIA.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.

## FRANCIS & LOUTREL,

NO. 45 MAIDEN LANE,

Stationers, Printers, and Manufacturers of  
Patent Spring-Back Account Books,

All kinds of first-class Stationery, Writing Paper,  
Desk Portfolios, Scrap-Books, Expense-Books,  
Diaries, Pocket Cutlery, Cards, Chess-  
men, Wallets, etc., etc.

We keep everything in our line and sell at lowest prices. Orders solicited. CYRUS H. LOUTREL,



**Safety Railroad Switches**

WITH  
MAIN TRACK UNBROKEN.

RAILROAD CROSSINGS, FROGS,  
and other

ROADWAY SUPPLIES.

MANUFACTURED BY

THE WHARTON  
RAILROAD SWITCH CO.,

Office, 28 South 3d Street.  
Works, 23d and Washington Ave.  
PHILADELPHIA.

THE ROGERS  
Locomotive & Machine  
WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING  
LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

} Paterson, N. J.

R. S. HUGHES, Treasurer,  
44 Exchange Place, New York.

A. WHITNEY & SONS,  
CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks  
and Tenders. CHILLED DRIVING WHEELS and  
TIRES for Locomotives. ROLLED and HAMMERED  
AXLES.

WHEELS and AXLES FITTED COMPLETE.

ESTABLISHED 1873.

LONERGAN'S  
SECRET SERVICE,

T. E. LONERGAN, Proprietor,  
82 & 84 Nassau Street, New York.

The investigation of frauds on Railway Companies  
a specialty.

First-Class English  
IRON & STEEL RAILS,

AT LONDON PRICES, F. O. B.

Also purchase all classes of Railroad Securities, and  
negotiate Loans for Railroad Companies.

WM. A. GUEST & CO.,

17 Nassau Street,

NEW YORK.

**RAILROAD IRON.**

THE undersigned, agents of the manufacturers,  
are prepared to contract to deliver best quality  
American or Welsh, Steel or Iron Rails, and  
of any required weight and pattern. Also Speigel and  
Ferro Manganese

PERKINS & CHOATE.,

23 Nassau Street,

NEW YORK.

# NO OTHER LINE IS SUPERIOR TO THE FITCHBURG RAILROAD HOOSAC TUNNEL ROUTE WEST.

8.30 A. M. DAY  
EXPRESS.

Through drawing-room car to Rochester, N. Y., connecting with through sleeping cars  
for Cincinnati, Cleveland, Toledo, DETROIT AND CHICAGO.

2.15 P. M. CINCINNATI  
EXPRESS.

Pullman Sleeping Car attached, running through to Cincinnati without change. (Only  
Line running Pullman Cars from Boston.) This car runs via Erie Railway, making direct  
connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and  
New Mexico.

3.00 P. M. ST. LOUIS  
EXPRESS.

THE ONLY LINE which runs a THROUGH SLEEPING-CAR from

BOSTON TO ST. LOUIS WITHOUT CHANGE!

ARRIVING AT 8.00 A.M. SECOND MORNING.

Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville,  
Tolono, Decatur and St. Louis, making direct connection with through Express Trains for  
Kansas, Colorado, Texas, and all points in the

**SOUTHWEST.**

6.00 P. M. PACIFIC  
EXPRESS.

The only line running a through sleeping car via Buffalo and Detroit without change,  
arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Ex-  
press Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota,  
and all points in the

**WEST AND NORTHWEST.**

THE ABOVE TRAINS RUN DAILY, SUNDAYS EXCEPTED.

This Great Short Line passes through the most celebrated scenery in the country, including the famous  
HOOSAC TUNNEL, four and three-quarters miles long, being the longest Tunnel  
in America, and the third longest in the world.

Tickets, Drawing-Room and Sleeping-Car Accommodations may be secured in Advance  
by Applying to or Addressing

250 WASHINGTON STREET, BOSTON. 250

JOHN ADAMS, Gen. Supt.

F. L. PARKER, Traffic Manager.

S. W. CUMMINGS, General Passenger & Ticket Agent,

**The Coal Trade.**

The leading coal carrying companies make the following reports of their tonnage for the week ending January 1st, and for the year to the same date, compared with their respective amounts carried to the same time last year:

|                                     | Week.  | 1880.     | 1879.     |
|-------------------------------------|--------|-----------|-----------|
| Reading Railroad ...                | 94,657 | 518,231   | 660,175   |
| Schuylkill Canal ....               | .....  | .....     | 38,041    |
| Lehigh Valley .....                 | 66,364 | 380,373   | 407,065   |
| Del., Lack. & Western.              | 69,458 | 3,589,086 | 3,823,414 |
| Shamokin Valley ....                | 18,605 | 930,363   | 911,683   |
| Central New Jersey..                | 50,100 | 3,785,760 | 4,085,174 |
| United R. R. of New<br>Jersey ..... | 22,087 | 1,182,278 | 979,867   |
| Pennsylvania Coal ..                | 13,142 | 1,123,585 | 1,372,758 |
| Delaware and Hudson                 | 44,787 | 2,017,594 | 3,412,068 |
| Huntingdon & Broad<br>Top Mt. ....  | 13,774 | 417,330   | 313,525   |
| Penn. and New York.                 | 17,496 | 98,805    | 78,200    |
| Clearfield, Pa. ....                | 23,774 | 1,739,872 | 1,631,120 |

No reports of the Delaware, Lackawanna and Western Railroad, Lehigh and Susquehanna Division of the Central Railroad of New Jersey, the Pennsylvania Coal Company, the Delaware and Hudson Canal, the Huntingdon and Broad Top Mountain Railroad, the Terrene and Clearfield Division of the Pennsylvania Railroad, the United Railroads of New Jersey, and the Shamokin Division of the Northern Central Railroad are to December 31st, and complete the fiscal years of those companies. The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending December 31, as reported by the several carrying companies, amounted to 330,317 tons, against 190,002 tons in the corresponding week last year, an increase of 140,315 tons. The total amount of anthracite mined for the year is 23,638,866 tons, against 26,309,736 tons for the same period last year, a decrease of 2,670,870 tons. The quantity of bituminous coal sent to market for the week amounted to 41,639 tons, against 28,133 tons in corresponding week last year, an increase of 13,506 tons. The total amount of bituminous mined for the year is 4,341,452 tons against 3,732,216 tons for the corresponding period last year, an increase of 609,236 tons. The total tonnage all kinds of coal for the week is 371,956 tons, against 218,135 tons in corresponding week last year, an increase of 153,821 tons, and the total tonnage for the coal year is 27,980,318 tons against 30,011,952 tons to same date last year, a decrease of 2,031,634 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of December was 174,029 tons, of which 123,281 tons were coal and 45,748 tons coke. The total tonnage for the year thus far has been 7,104,777 tons of which 5,351,662 tons were coal and 1,753,115 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region have ceased for the season. There is nothing doing at Port Richmond.—[Phila. Ledger, Jan. 10.]

The engineer of the Pittsburgh, Virginia and Charleston Railroad has advertised for the grading, masonry and ballasting of the extension of the road from Brownsville to Uniontown. The road is now nearly completed to Brownsville, and it is the intention to push the road through to Uniontown as soon as possible.

The Hudson River Tunnel, at Jersey City is progressing at the rate of about five feet a day. Three gangs of twenty-five men each, are employed, and the work is prosecuted unremittingly night and day. It is believed that new arrangements render the workmen entirely secure.

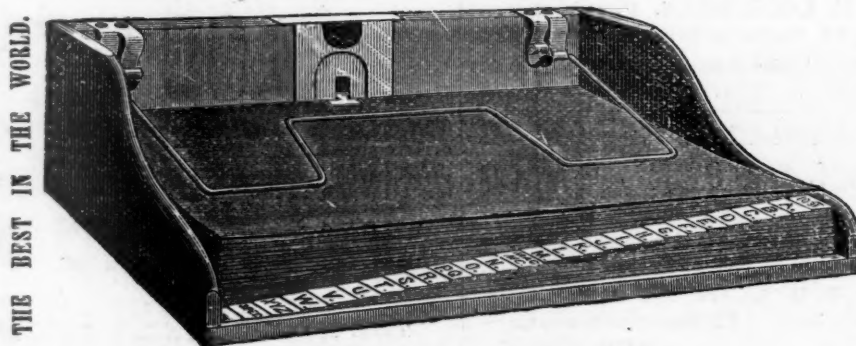
The San Juan (Cal.) Times says that there is a prospect of a railroad being built from Marysville to that place.

**AMBERG'S PATENT****"PEERLESS" CABINET LETTER FILE.**

(27-FILE CABINET WITH DOORS.)

675 Indexed Divisions, will hold 17,000 Letters.

These CABINET LETTER FILES are made in many sizes containing as few as 6, and as high as 100 or more files each, at prices ranging from \$19 50 to \$500 00. They are elegantly and substantially made, the wood-work being of the best seasoned Black Walnut, and the other parts of Brass and Steel, nickel-plated. They can be arranged for any class of correspondence and can be adapted to any requirement. **OVER 3,000 SOLD IN LAST THREE YEARS.**

**AMBERG'S PATENT****"PEERLESS" LETTER FILE.**

This cut shows a Single "Peerless File" which is complete in itself. This File forms the drawer part of Cabinet shown in above cut. The lettering of the index leaves of the Files in Cabinets is, however, very different, as each drawer or file has an index to correspond with the lettering shown on its front.

ILLUSTRATED CATALOGUE ON APPLICATION TO

**CAMERON, AMBERG & CO., Sole Manufacturers,**

69 DUANE STREET, NEW YORK

71 and 73 Lake Street, CHICAGO.

27 Little Britain, LONDON



**CARS**

FOR

ONE HORSE,

WITH or WITHOUT

Platforms,

OR TO

Swing on Trucks.

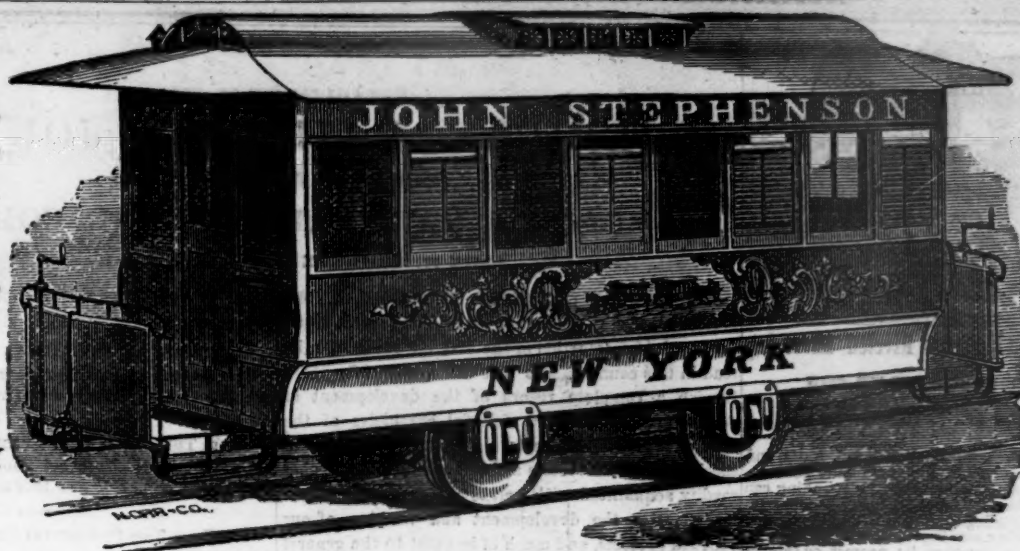
EVERY

STYLE AND

VARIETY

OF

CONSTRUCTION.

**CARS**

FOR

TWO HORSES

COMBINING

ALL

Valuable Inventions

**ELEGANT****STYLE.**

Light &amp; Durable,

**Full Size**

AND

**REDUCED WEIGHT.****47 EAST 27TH STREET.**

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

# VALENTINES VARNISHES

## OUR CLAIMS.

We claim that our Finishing Varnishes are unsurpassed in the following qualities:

- |                |                 |               |                |                |
|----------------|-----------------|---------------|----------------|----------------|
| 1. Uniformity. | 3. Fluency.     | 5. Drying.    | 7. Fulness.    | 9. Durability. |
| 2. Paleness.   | 4. Reliability. | 6. Hardening. | 8. Brilliancy. | 10. Economy.   |

All know it is easy to make a Varnish that has the single quality of **DURABILITY**, Varnishes which wear well are generally inferior in color and working quality, uncertain in laying, too slow in drying, or lacking in body or lustre, and frequently they possess **ALL** these defects.

In our "**RAILWAY-COACH FINISHING**" the ten qualities will be found combined, and our other Varnishes are as elastic and durable as is practicable for the work on which they are employed.

Those of our Varnishes which have the greatest durability require time for hardening. They have superior elasticity, and **ARE DISTINGUISHED FOR THE EXTENT OF SURFACE THEY WILL COVER, WHICH RENDERS THEM ECONOMICAL.**

## VALENTINE & COMPANY,

Chicago.

NEW YORK.

Paris



Patent Stretched and Patent Riveted Short Lap

## BELTING.

Our Belts are made from pure Oak Tanned Butts, and of the heart or solid part only. No part of the shoulder being used. Any one not familiar with Belt making can readily detect this by the shortness of the lengths and laps. Long laps are made including the shoulder or thinner and softer part of the Leather, causing the Belt to be, in its enduring qualities, no better than its poorest or thinner parts.

Our Belting is warranted to run straight and maintain an even bearing on the pulleys, and sold under the fullest Guarantee.

J. B. HOYT,  
D. B. FAYERWEATHER,  
HARVEY S. LADEW.

## LEATHER BELTING

Made exclusively from Messrs. J. B. Hoyt & Co.'s Best Oak Butts—shoulders all cut off, only solid leather used—short lengths and short laps—fully warranted.

Rubber Belting and Hose and Packing at lowest prices.

**STEPHEN BALLARD & CO.,**  
16 & 18 Chambers St.,  
NEW YORK.

## PATENT MINERAL WOOL.

ITS FOREMOST QUALITIES:

CHECKING TRANSMISSION OF HEAT, COLD AIR, SOUND AND ELECTRICITY AS AN AIR-HOLDING MATERIAL, ABSOLUTELY FIRE-PROOF AS A MINERAL—RAT AND VERMIN-PROOF, AND NOT ATTRACTING DAMPNESS, BECAUSE VITREOUS.

Manufacture, Composition and Uses in the Construction of Dwellings, etc.

This pamphlet and small sample mailed free.

**A. D. Elbers,**  
P. O. Box, 4461. 264 BROADWAY, N. Y.

ESTABLISHED IN 1836.

**GEO. G. LOBDELL, Pres't.**  
**WM W. LOBDELL, Sec.**  
**P. N. BRENNAN, Treas.**

**Lobdell Car Wheel Co.,**  
Wilmington, Del.

ESTABLISHED IN 1831.

## AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

**AMERICAN RAILROAD JOURNAL COMPANY,**

**JOHN H. SCHULTZ - - - - President.**

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Weekly Boston Letter, a Department on Railroad and Banking Law; Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopedia* and other standard foreign and domestic publica-

tions. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICE CURRENT.

The *American Railroad Journal's* list of patrons is composed largely of the oldest and heaviest financial houses in the United States, Great Britain and the Continent, and of railway companies, manufacturing establishments, and banking and commercial houses in this country.

From THE NORWICH (CONN.) DAILY BULLETIN.

The *American Railroad Journal*, founded in 1831, is the oldest railroad paper in the world. The carefully prepared list of bonds and stocks, their description and value, which has always been given more freely by this journal than any other, is one of its more noteworthy valuable features.

From THE PITTSBURG (Pa.) CHRONICLE.

The *American Railroad Journal* is authority on railroad news.

From THE WASHINGTON (D. C.) LAW REPORTER.

The *American Railroad Journal* is a most valuable publication, and to all persons interested in American railroads, bonds, shares, including mileage, rolling stock, debts, income, dividends, etc., etc., it is almost invaluable.

TERMS OF SUBSCRIPTION FIVE DOLLARS PER ANNUM.

Sample Copies sent on Application. Address

**AMERICAN RAILROAD JOURNAL COMPANY,**  
NEW YORK.



## PASSENGER CARS

Of the Finest Finish, as well as every description of CAR WORK, furnished at Short Notice and at Reasonable Prices by the

**HARLAN & HOLLINGSWORTH COMPANY, Wilmington, Del.**

## EAMES VACUUM BRAKE CO., RAILWAY TRAIN BRAKES,

P. O. BOX 2,878.

SALES OFFICE, 15 GOLD ST., NEW YORK. Represented by THOS. PROSSER & SON.  
THE EAMES VACUUM BRAKE is confidently offered as the most efficient, simple, durable and cheapest power Brake in the market. Can be seen in operation upon over fifty roads.